

PROCRUSTINATION  
is bad at any time; but  
where your eyes are  
concerned, delay may  
be injurious.

N. LAZARUS  
OPHTHALMIC OPTICIAN.  
2, Queen's Road Central, Hongkong.

# The China Mail

JEYES



By Royal Appointment  
THE BEST  
DISINFECTANT.

August 4, 1920, Temperature 79.

Rainfall 0.47 inch.

Humidity 93.

August 4, 1920, Temperature 54.

No. 18,020

三拜禮

號四廿八年十二百九千一

HONGKONG, WEDNESDAY, AUGUST 4, 1920.

日十二月六年庚申歲年九國民華中

PRICE \$3.00 Per Month

## BUSINESS NOTICES

### WATSON'S E WHISKY.

MILD, MELLOW, MATURED.

Pre-war high quality still maintained.

A. S. WATSON & CO., LTD.,  
TELEPHONE 616.

### DRAGON MOTOR CAR CO.

(THE EUROPEAN GARAGE).  
CARS FOR HIRE IN HONGKONG AND KOWLOON.  
Agents in South China for:-

Hudson, Essex, Dodge Brothers and Siddeley-  
Armstrong Motor Cars, Denby Motor Trucks  
and U. S. Tyres.

GARAGE AT DES VOEUX ROAD. TEL. 482. GARAGE AT  
25 NATHAN RD. KOWLOON.

## CHEAP SALE

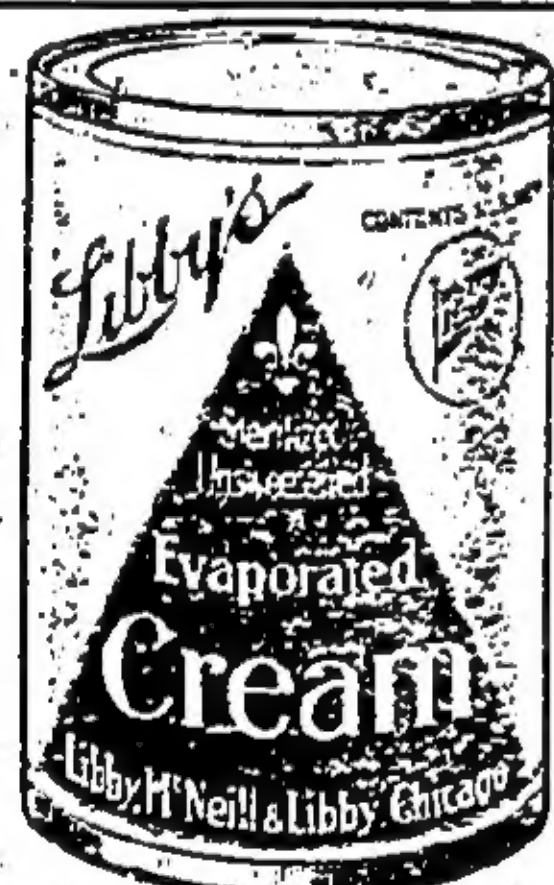
(From 1st to 15th August, 1920)

### THE "BON TON" LTD.

LADIES' TAILORS AND DRAPERS,  
No. 37, Queen's Road Central.

Piece-goods, Fancy Voiles, Shoes, Boots,  
Sun-shades, Foreign and Chinese Silk,  
Ready-made Blouses and Skirts, etc., etc.

At Extremely Moderate Prices.



### Libby's Cream

Pure, Rich, Always Ready. Makes  
Your Cooking Easier And Better.

SOLD BY LEADING GROCERS.

CONNELL BROS. COMPANY  
SOLE AGENTS.

### BUY YOUR STATIONERY FROM US.

We Keep the Finest  
Stocks Complete.

PRICES MODERATE.

DER A. WING & CO.

Paper Merchants  
Stationers, Printers & Bookbinders.  
60, Des Voeux Road, CENTRAL.

TAILORS



ALEXANDRA BUILDING, HONGKONG. TEL. No. 2242.

### DONNELLY & WHYTE.

WINE MERCHANTS.

TEL. No. 616.

## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

POLISH RESISTANCE STIFFENING.

POLES STATE ARMISTICE CONDITIONS.

ALLIES OPPOSE DELAY.

LONDON, August 2.  
The report that the Polish resistance is stiffening is supported by the latest Polish communique which states that fighting in the regions of Brody and Toporowo is proceeding in favour of the Poles. The Bolsheviks suffered heavy losses in the latter region. The Chief of Staff of the Bolshevik cavalry was killed. The Poles repulsed all attacks on the Sereth. The situation on the other fronts is stationary.

NO DISARMAMENT.  
The Times correspondent at Warsaw, states that Daszynski, Vice-President of the Polish Ministry and leader of the Socialist Party, interviewed, declared that the Polish conditions for an armistice were the independence of Poland, no interference in the internal affairs of Poland by the Bolsheviks, no disarmament, and the establishment of the old frontier by congress in Poland, though Poland would accept a line occupied by the armies when the armistice was signed. There is reason to believe that the Allies do not intend to allow the Bolsheviks to protract the armistice negotiations unduly.

VOLUNTEERS ARRIVE.

Berlin, August 2.  
The Berliner Tageblatt's correspondent in East Prussia telegraphs that the Polish retreat has slowed down. They have taken up positions on the river Narew as far as Metrolenka. The stiffening of their resistance is ascribed to the arrival of the first large batch of volunteers. Bolshevik infantry in the vicinity of Lodza, supported by Budanny's cavalry in the centre, is moving towards Warsaw. Although the Russian cavalry has not used the East Prussian frontier, recruiting for the Red Army has begun. Prospective recruits must have belonged to one of the Socialist parties since the revolution.

POLISH CAPITAL MENACED.

A German wireless message states that Brest Litovsk has been captured. The Times Warsaw correspondent says that the Polish Armistice Commission, headed by General Romer, has arrived at Baranovitchi, having been delayed by a broken railway bridge. The Soviet delegates are reported as being relieved to see the Poles. Marshal Pilsudski and French officers are guiding the defence of Lemberg. The Morning Post Warsaw correspondent says that the Polish defence has stiffened owing to the menace to the capital which is completely girdled by trenches and entanglements. The newspapers are preparing the public for the arrival of the Bolsheviks.

BRITONS AND AMERICANS JOIN POLISH ARMY.

WARSAW, August 3.  
Numerous Britons and Americans, including many officers, have joined the Polish army.

PRINCE TO VISIT SAMOA.

WELLINGTON, August 2.  
The Premier has announced that the Prince of Wales will visit Samoa on his homeward journey.

[The British Samoan Islands (area 1,050 square miles, population 34,500) were captured from Germany during the war and were allocated to New Zealand by the League of Nations. The islands are famous for their association with R. L. Stevenson who is buried at Vailima.]

MEXICAN EVENTS

REBEL LEADERS SURRENDER UNCONDITIONALLY.

MEXICO CITY, August 2.  
Huerta has announced that the 27th article of the constitutional law controlling oil properties will be maintained in spite of outside interests. The rebel leaders Larraga and Martinez have surrendered unconditionally.

QUESTIONS IN PARLIAMENT.

NEVER CONSENT TO INDEPENDENT IRISH REPUBLIC.

THE JULY CASUALTIES.

LONDON, August 2.  
In the House of Commons at question time, Mr. Lloyd George stated that during July, 15 policemen, 4 soldiers, and 3 civilians had been killed, while 30 policemen, 22 soldiers, and 5 civilians had been wounded in Ireland.

Replying to Commr. Kenworthy, Mr. Lloyd George stated that the Government had not considered the possibility of negotiating with the Sinn Feiners on the basis of the proposal of De Valera in Washington that Ireland should be given independence similar to Cuba. The proposal would involve the acceptance of an independent republic in Ireland to which the Government would never consent.

BRITISH PRISONERS AT BAKU.

Replying to Mr. Ronald McNeill, Mr. Lloyd George said that the British representative at Tiflis had sent letters, parcels, and money to the British prisoners at Baku and was now negotiating with the Bolshevik representative at Tiflis for their release. The report of a massacre of some of the prisoners had not been confirmed.

INDIAN AGITATOR DEAD.

BOMBAY, August 2.  
The death is announced of Bal Gangadhar Tilap. [Tilap was the Indian agitator who was responsible for the Bombay riots in 1915, which followed his deportation to the Andaman Islands. He was subsequently repatriated.]

SOVIET DELEGATION IN BRITAIN.

LONDON, August 2.  
It transpires that Kramoff, a member of the Soviet political delegation, has arrived in London. Kramoff and the members of the trade delegation have arrived at Newcastle.

## THE DOLLAR.

To-day's closing rate 4 1/2  
To-day's opening rate 4 1/2

## SPECIAL CABLES.

FLIGHT TO AUSTRALIA.

LIEUT. PARER SUCCEEDS.

[China Mail Special]

SINGAPORE, Aug. 4.  
Lieutenant Parer has arrived at Port Darwin from Java after an 8-hour non-stop flight.

JAVA VOLCANO.

NOW IN ERUPTION.

[China Mail Special]

SINGAPORE, Aug. 4.  
Merapi, a volcano in mid-Java, is erupting.

## DOMESTIC TRIBULATIONS.

HUSBAND AND PRETTY SERVANT.

JEALOUS WIFE ENRAGED.

A Chinese woman engaged another woman to help her put her house in order in preparation for the marriage of her son. She allowed the younger woman to sleep in the house, but before many days the master began to pay "too much" attention to the pretty new servant, who did not object, but rather seemed to encourage him. One day the wife went out and returning rather unexpectedly, caught her husband "carrying on" with the servant. There was a "scene" and the servant was turned out. Yesterday, the women met in Fathling Street. The sight of the temptress proved too much for the wronged wife, who started to call her names. An amused crowd gathered, and their laughter excited the quarrelling women who were soon scratching and pulling each other's hair. A lunkong made his appearance and the crowd dispersed. The constable took the women into custody and removed them to the Police Station where they were kept in cells for several hours and eventually bailed out by their friends.

This morning the women appeared before Magistrate Smith to answer a charge of having been disorderly by fighting.

They both tried to speak at the same time, and were with much difficulty, called to order.

Eventually, after evidence had been heard, and the women had had their say, the Magistrate bound them over in the sum of \$50 each to keep the peace for six months.

## POCKET BOOK LOST.

THEFT CHARGE FAILS.

Mr. J. F. da Rosa, a Portuguese passenger by the s.s. "Victoria," this morning charged a Chinese member of the crew of a passenger launch, with the theft of his pocket book containing \$33 in Hongkong money and eight one-shilling notes.

The defendant pleaded "not guilty."

The complainant said that on the arrival of the "Victoria" in port yesterday, the defendant came on board and offered to take him and his luggage ashore. He refused saying that he had friends coming to take him ashore. In spite of this explanation, the defendant persisted in having the complainant engage his launch, and without complainant's permission took his luggage aboard. The complainant and his friends had much difficulty in taking the things back and transferring them to complainant's launch. When in the other launch, the complainant discovered that his pocket book had been removed from his hip-pocket. Suspecting the defendant, he had him arrested on arrival ashore. The complainant admitted that when the defendant was searched, his pocket book was not found on him. He was sure, however, that it was in his hip-pocket when he boarded the defendant's launch, and it must have been stolen while he was engaged in reclaiming his luggage.

Remarking that the pocket book might have fallen into the water, the Magistrate said that there was insufficient evidence to convict the defendant and discharged him.

Beginning August 15, WALLA WALLA BOATS will call on all ships flying the call flag "ZED."

## BUSINESS NOTICES

### J. T. SHAW

GREAT SALE IN  
OUTFITTING DEPARTMENT

COMMENCING

AUGUST 2nd

FOR ONE WEEK ONLY.

REMARKABLE BARGAINS

IN

Underwear, Sun Hats, Belts, Socks,  
Straw Hats, Bathing Costumes,  
Garters, Neckwear, Shirts,  
Etc., Etc.

EVERYTHING REDUCED

CASH ONLY

NEXT DOOR HONGKONG HOTEL

## THE PHARMACY

(FLETCHER & CO.)  
QUEEN'S ROAD.

WE HAVE JUST RECEIVED A FRESH SUPPLY OF  
ENGLISH SOAPS AND TOILET WATERS.

### J. ULLMANN & Co.

French Firm, Established 1863.

Quality, Variety, Perfection.

## THE GENERAL ELECTRIC Co. (of China), Ltd.

QUEEN'S BUILDINGS, HONGKONG.

Telegrams, "Sparkless." Telephone 518  
HEAD OFFICE: SHANGHAI.  
(BRANCHES AT HANKOW, DAIREN AND  
TIENTSIN.)

Representatives Throughout China for and affiliated with

THE GENERAL ELECTRIC CO., LTD., LONDON.

Winton Engineering Works, Birmingham.

(Electrical Pumps, Motors, Dynamoes, Switch Gears, etc.)

Oram-Robertson Electric Lamp Co., Ltd., London.

(Downs and Carbon Filament Lamps, Radiator Lamps.)

Fraser & Chalmers Engineering Works Ltd., Edin.

(Steam Turbine Sets, Generating and Mining Plants.)

Pearl General Cable Works, Southampton.

(Cables, Wires, Flexible, Insulating Materials, Tapes.)

Chamberlain & Rockham Ltd., Birmingham.

(Screens for House Services, Power and Traction Purposes.)

Salford Electrical Co., Ltd., Manchester.

(Electrical Instruments of All Descriptions.)

Ford-Comer Telephone Works, Ltd., Coventry.

(Complete Telephone Installations, Switch Board, Telephones.)

Comer Magneto & Ignition Co., Ltd., Coventry.

(Magnetos for Cars and Aeroplanes.)

Express Ltd., Co., Ltd., London.

(Electric Passenger & Cargo Lifts.)

Freeman and Carbon Works, Birmingham.

(Electric Fans, Smallpower Motors, Carbon Brushes.)

Art Metal and Steel Conduit Works, Birmingham.

(Lighting Fixtures, Steel Conduits and Accessories.)

LARGE STOCKS CARRIED IN CHINA OF ALL ELECTRICAL MATERIALS  
AND ELECTRICAL MACHINERY.

## CALDBECK'S

MANHATTAN

VERMOUTH

GIN

COCKTAIL

CALDBECK, MACGREGOR & CO., LD.

15, QUEEN'S ROAD CENTRAL.

## HANDLEY PAGE

MULTIPLE ENGINED BIPLANES

HANDLEY PAGE LTD.

Orickwood, London, N. W. 2.

Sole Agents for China:

PEKING SYNDICATE LTD.,

Peking

Sub-Agents for Hongkong and South China:

W. R. LOXLEY & CO.,

Hongkong



## LAMMERT BROS.

AUCTIONEERS, APPRAISERS  
AND SURVEYORS.

## Public Auctions.

THE Undersigned have received instructions to sell by Public Auction, on

FRIDAY, August 6, 1920, commencing at 2.30 p.m. at their Sales Rooms, Duddell Street.

A Quantity of Fine Teakwood and Blackwood Furniture.

Teakwood:—Chesterfield and tapestry covered couches, easy chairs, writing tables, bookcases, Lady's desks, music stand, medicine chests, sideboard, dinner wagon, dressing tables, marble top washstands, chest of drawers, wardrobes, bedsteads, occasional tables etc., etc.

Blackwood:—Curio cabinet, oval table, stools, sofas, armchair, corner chair, opium stools, high marble top tables, flower stands, dressing table with mirror and marble top, music stool etc., etc.

Also

Double & Single iron bedsteads, carpets, rugs.

And

1 Large Enamelled Bath,

1 Enamelled Wash Basin,

1 Oval Mirror,

1 Autopiano with records and record cabinets.

On view from Tuesday, the 3rd August, 1920.

Catalogues will be issued.

Terms:—Cash on delivery.

LAMMERT BROS., Auctioneers.

Hongkong, August 2, 1920.

PUBLIC AUCTION.

S. S. "WING HANG"

NOTICE IS HEREBY GIVEN

THAT THE STEAMSHIP

"WING HANG" as she lies near

Shamshuipo in the Harbour of Hongkong.

Will be sold by

Order of the Mortgagees

by

PUBLIC AUCTION,

on

TUESDAY, the 10th day of August,

1920,

at 12 o'clock Noon,

by

Messrs. LAMMERT BROS.,

Auctioneers,

at their Auction Rooms in Duddell Street.

The Ship is a Chinese Ship registered at Canton.

Her dimensions and tonnage are approximately as follows,

Length:—140 ft. 1 inch REGISTERED TONNAGE:—

Breadth:—25 ft. 3 inches Gross—142

Depth:—9 ft. 6 inches Net—204

and her speed is about 10 Knots.

For further particulars and conditions of sale apply to

Messrs. WILKINSON & GRIST,

9, Queen's Road Central,

or to

Messrs. LAMMERT BROS.,

Duddell Street,

Auctioneers.

Hongkong, July 30, 1920.

Burglar and Fire-resisting

SAFES

"Prevention is better

than Cure."

The Undersigned have just

received a new consignment of

Milner's Safes.

LAMMERT BROS.,

Duddell Street.

## MESSAGE HALL

Graduate from Nippon Massage Institute.

Mrs. HAN INOKUCHI

Phone No. 1264. 26, Stanley Street, 1st Floor.

## KEEP IT HANDY.

IMMEDIATE relief is necessary in

attacks of diarrhoea. Chamberlain's

Colic and Diarrhoea Remedy should

always be on hand. For sale by all

Chemists and Storekeepers.

## INTIMATIONS.

YOU CANNOT AFFORD TO  
BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot weather (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days, and (4) JOEY CARILL'S GOLDEN PLECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

SHU FUNG TAI & CO.,

Sole Agents for Hongkong and South China, Nos. 6 & 8, Cross Street, Hongkong.

Telephone No. 128.

理代泰豐

## WE HAVE

Just received

A New Supply of

WAR and ARMISTICE

STAMPS.

Many varieties and values of

NEW EUROPE

also

CATALOGUES and ALBUMS

for sale.

GRACA & CO.,

No. 10, Wyndham Street,

P. O. Box 620. Hongkong.

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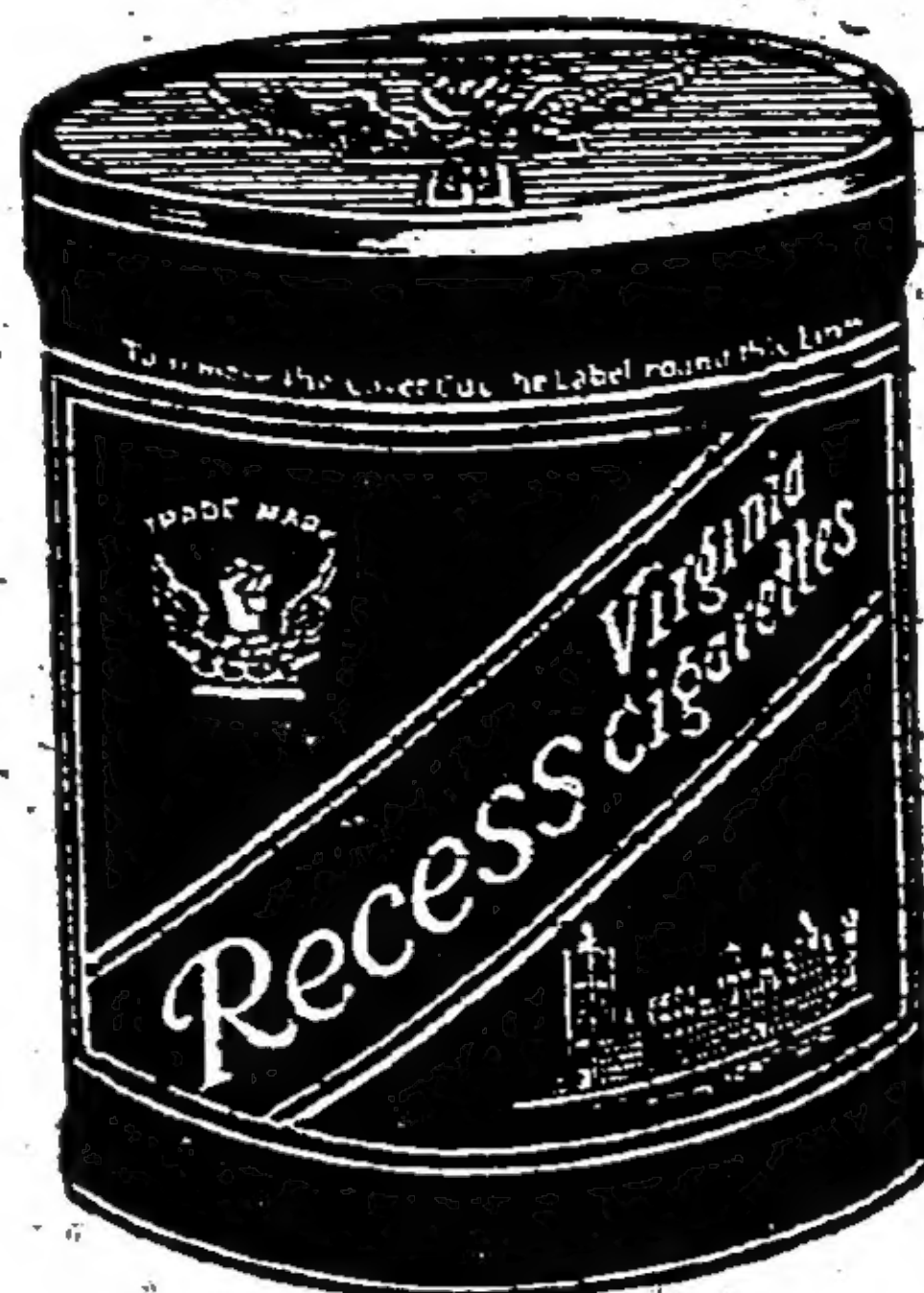
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Hongkong.

## RECESS No. 44.

VIRGINIAN CIGARETTES.



LARGE SIZE

CIGARETTES

PACKED IN

AIR-TIGHT

TINS OF 50

CIGARETTES

MANUFACTURED

BY



This Advertisement is issued by Westminster Tobacco Co., Ltd.

THRILLING STORY OF  
YPRES.

WHY THE BRITISH HELD IT.

A MILITARY NIGHTMARE.

The right way to approach Ypres

is from the south over the Lys along

the road from Menin. The road

runs straight through a desolation

that grows with each of the six miles

of its length, between stumps and

twisted limbs of the trees that were

once leafy avenues and past fields

pitted with shell-holes that two years

ago were filled with noisome water,

but are now mercifully covered over

with grasses.

To go along this road in an after-

noon of Armistice November, with

the dead hand of war still tight on

the land, was to feel the numbing

awe of entering into a vast and

gloomy, temple. The Menin road

was the nave, the Cloth Hall at the

end its altar piece, and the transept

was the road that runs under the

ramparts where the staff officers lived

in timber-buttressed caves. Away to

the east is the low line of the

Passechendaele ridge, and be-

tween it and the city the battle

front sweeps past Hooge, crossing

the Menin road obliquely, and so to

the great indent in the neighbour-

hood of St. Eliot and Messines that

was made by the first battle of

Ypres.

The battlefields of Ypres have few

natural features, and at the end of

the war, when the whole of the thin

crust of solid earth had been shot

away, such as remained seemed about

to be submerged in the mud. Of

villages like Gheluvelt literally nothing

remained except a sign post to

show where they had been. The

Army had swept forward, no one

had come back, and the signs of life

were like ghosts in a churchyard,

more startling than the deadness of

everything else.

Ypres was a continuous battle-

ground for four years but the fires,

burning all the time, became vast

conflagrations four times during the

war, and each occasion marked a

distinct phase of the great struggle

on the West.

THE FIRST BATTLE.

The first of these conflagrations

was in the autumn of 1914. Ypres

became a battlefield by accident. All

the plans formed before the outbreak

of war assumed that the Germans

would invade Belgium, and when

that happened, it was Belgium that

in the minds of those who were think-

ing about these things, offered the best

opportunity for the effective employ-

ment of our Army. These plans

were baffled by the fall of Namur

and by the rapidity of the German

advance, and within a week, of the

first collision at Mons it was decided

that our duty was by the side of the

French Army, even though that

meant the temporary abandonment

of Belgium. The victory of the

Marne and the chance that offered

with the Belgian Army still intact of

forcing the German back, made Bel-

gium once more the supreme strate-

gical issue of the war.

A race, thereupon, began between

the Germans, who realized what a

frightful blunder they had made in

not occupying the Belgian coast, and

the Channel ports, and the British

Army under Lord French. The race

ended in a dead heat. Antwerp and

most of the Belgian coast were lost,

but the Channel ports were saved,

thanks to the strategic presence of

Lord French, with the few fields of

Belgium that were protected by the

Belgian Army, the flood, and by the

position of Ypres.

This was the subject of the First

Battle of Ypres, or of the Battle of

Calais as the Germans called it. It

was a battle between what was left

of the old Regular Army and a Ger-

man Army consisting in great part

of new troops—the best of Young

Germany, many of them volunteers

but hastily trained. It was victory

of tide fire over artillery and massed

tactics, of a small army, in which

every soldier was by this time

as skilful as a non-commissioned

officer over numbers and enthusiasm.

The German complaint of our over-

whelming mass of machine-guns in

this battle was perhaps the highest

compliment ever paid to the old

British Army. They mistook our

rifle fire for that of machine-guns.

There was in this battle a freedom

and elasticity of tactics only possible

in an army of long training, and

the great flank attack of the Worces-

ters near Gheluvelt is one of many

examples of this freedom.

AN ACCIDENT OF WAR.

On the other hand, the German

tactics were bad, but the only tactics

possible to an army composed largely

of ill-trained, hastily formed troops.

The battle is rightly accounted the

most decisive victory in the history

of the British Army; but it made

Ypres a salient. The battlefield was

the accidental point of collision

between two armies both racing for

a position on each other's flank, but

the result, though it saved the ports

and determined the whole future

course of our campaign in the West,

made Ypres the most dangerous

point in the British lines.

THE SECOND BATTLE.

The second critical time was in

the spring of 1915, when the Ger-

mans delivered their first gas attacks



**Finches & Hough**  
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers  
Share, Coal and General  
Produce Brokers and  
Commission Agents.

**PROPRIETORS**  
"To-Kwa-Wan" Coal Storage.

Sales and  
Bentley's  
A. & C. 4th & 5th Editions.  
A 1 Telegraphic Code.

Telegraphic Address  
"MINDOX" HONGKONG.

**PUBLIC AUCTIONS**

## INTIMATIONS.

HONGKONG TRAMWAY COMPANY,  
LIMITED.

(Incorporated in the United Kingdom)

NOTICE IS HEREBY GIVEN that  
an INTERIM DIVIDEND of  
NINE PENCE per Share on account of  
the year 1920, has been declared.

The DIVIDEND will be payable on  
and after WEDNESDAY, the 25th day  
of August 1920, to Shareholders on the  
Register on TUESDAY, the 10th day  
of August 1920, and will be paid to  
Shareholders on the Colonial (Hongkong)  
Register at the exchange rate of 3/8 per  
Dollar.

By Order of the Board,  
R. J. WILTON,  
Acting Secretary.

HONGKONG, CANTON & MACAO  
STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE  
DOLLAR per Share for the six  
months ending 30th June, 1920, will be  
PAYABLE on TUESDAY, August 10th,  
on which date Dividend Warrants may  
be obtained on application at the Com-  
pany's Office.

The TRANSFER BOOKS of the  
Company will be CLOSED from TUES-  
DAY, August 3rd to TUESDAY,  
August 10th, both days inclusive,  
during which period no Transfer of  
Shares can be Registered.

By Order of the Board of Directors,  
JOHN ARNOLD,  
Secretary.

Hongkong, July 17, 1920.

## TEACHING.

OPPORTUNITY offers to TWO  
CHINESE SCHOOLMASTERS  
of English-school experience to travel  
and gain experience in Java. (The  
Chinese English School—Residential,  
16 on staff) Requirements—Senior  
Local, fondness of sports and outdoor  
life.

Salary—125 guilders minimum,  
more for experience etc., free passage  
both ways, free quarters, food, etc.  
Apply stating age, where educated,  
experience and other qualifications,  
WITH DATES, school hobbies,  
favourite forms and subjects, and  
usual copies of Headmasters' letters, to

Box No. 1222, c/o "CHINA MAIL."

THE DRAGON MOTOR CAR CO.

WE have installed an additional  
TELEPHONE and clients can  
now ring up No. 482 or 3552.

## S. S. "FAUSANG."

Tenders are invited for the purchase  
of the wreck of the above steamer as  
she lies on Hainan Head Reef.

GILMAN & Co., Ltd.  
Agents, The Salvage Association,  
London.

Hongkong, July 21, 1920.

## NOTICE.

I beg to inform my Customers and  
the General Public that I have  
returned to the Colony and established  
myself as a Milliner and General Draper  
at No. 4, D'Aguiar Street and will  
carry on business as before under the  
style and firm name of HIPOGLOA &  
CO.

I am showing new goods of the most  
fashionable and latest styles, and ask  
my old patrons and constituents to  
attend their support as done in the  
past.

Inspection is especially invited.  
**HIPOGLOA & CO.**  
Milliner and Draper.  
Hongkong, July 27, 1920.

## WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, \$1. PREPAID.  
Each additional word 4 Cents for 3 insertions.

### WANTED.

ASSISTANT (British) wanted for  
General Office work. State Age,  
experience and salary required to—  
Box No. 1221, c/o "CHINA MAIL."

### FOUND.

FOUND—COCKATOO. Owner may  
have it by applying to No. 1, Great  
George Street, East Point, and defraying  
Cost of the Advertisement.

### MAGIC REALMS.

#### VISIT TO DOCKLAND.

CASES OF RUBBER.  
Mr. Lockley Hall writes: "Sam-  
ples," said my Colonial visitor con-  
descendingly, after a round of  
museums, "show me something  
in bulk, something with atmos-  
phere."

So, as soon as the right strings  
could be pulled, I led him down east,  
past the grey old Tower of London,  
modernised, the appearance of  
Tommyes at play in the courtyard.  
Presently we entered the zone of  
"atmosphere," reinforced by fried  
fish and onions, through which a-  
cles of incense the great gate of the Lon-  
don Docks loomed high and stout.

Like a couple of microbes we crawled  
led through into one of Father  
Thames's pockets, stuff with an  
orderly assortment of every corner of the  
in hand by a comical  
room, 1 over acres and an  
rubber forests, sp'ce goves and  
filing the queerest blends of perfume  
scent pictures in innumerable tints.

#### IN A CITY OF WINE.

Armed with little oil lamps on  
handles three feet long, we go to  
the bottom of the pocket—strolling  
through vaults a century old, artfully  
roofed with brick and thickly festooned  
with fungus, from snow-white  
to dark green. Twenty-five miles of  
iron "ways," says our guide, range  
through this black under-world  
kept temperate and robbed of its  
deepest gloom by many gas  
jets. Here a butt of Madeira, under  
our revealing lamps, discloses its  
volume and history in hieroglyphics  
cut in the head. Opposite a hundred  
gallons of sherry in a big butt that  
heads a long line of similar "con-  
tainers." Avenues and streets in-  
numerable branch out of dimness  
into the blackness of night. Such is  
the atmosphere of a city of wine a  
cosmopolis of the world's vineyards.

Exactly how much each case or  
butt will hold when full to the bung,  
and exactly how much it actually  
contains when rolled down into  
Father Thames's trousers' pocket is  
known to that "Knight of the Lamp,"  
our curiously yet humorous guide.  
And so careful a check is kept even  
when part of a barrel is "racked off,"  
that an employee could not drink a  
glass "for the good of the cellar,"  
without risking exposure at the  
ganger's hands.

Who has to make up the difference?  
We ask innocently. "When a mistake  
is made in drawing a number of gal-  
lons from a cask? Our guide's eye  
twinkles as he replies, "There never  
is a mistake; we are too careful for  
that."

#### RUBBER VAULTS.

As we emerge from the crypt our  
lamps are given up. "Nobody goes  
into those cellars without a lamp, or  
explains our interpreter, "every-  
right the lamps are counted, and if  
they failed to tally the cellars would  
be searched for the wanderer."

In sharp contrast the rubber vaults  
are light, and kept clean with white-  
wash. Thousands of square cases,  
all alike as peas, every one of  
which is unpacked, graded and  
repacked by the authorities,  
whose decision as to quality is final.  
Upstairs we watch the grading pro-  
cess, admire the neatly stamped  
sheets of rubber, and see a two-handed  
saw at work on the big blocks of  
pressed rubber. At almost every  
stroke, the saw needs moistening with  
water, not oil, as oil and rubber  
disagree.

But for real "atmosphere" we  
passed on to the balata store. Balata  
is a sort of rubber substitute best  
known in connection with boots and  
belting, having in its raw state a  
semblance of glue and when damp a

### TO CURE SUMMER HEADACHES

use Pinkettes; they are the natural  
remedy for this trouble because they  
dispel its cause—constipation, liver  
disorder, biliousness, fermentation in  
the stomach.

Equally suitable for women as for  
men, Pinkettes are also particularly  
helpful to the aged, being so mild in  
action yet so efficient in results. They  
prevent diarrhoea and dysentery, and  
relieve Piles. From dealers everywhere,  
or at 25 cents the box, post free, of the  
Dr. Williams' Pink Pills Co., 250 N. 3rd  
St., New York.

### FOR SALE.

FOR SALE—No. 1 Stuart Terrace—  
St. The Peak. Apply to—Hum-  
phreys Estate & Finance Co., Ltd.,  
Alexandra Buildings.

### TO LET OR FOR SALE.

GLENSHIEL No. 141, The Peak,  
near Barker Road Tram Station.  
Apply to Linstead and Davis, Alexandra  
Buildings.

### "OCEAN LEATHER."

#### A SHARK INDUSTRY.

In these days of general waste-  
fulness it is of interest to consider a new  
industry that shows a definite purpose  
in utilising an animal that has hitherto  
been of little or no value to man.  
There has recently been established  
in America a body called the Ocean  
Leather Company, and some account  
of their work was given, at a recent  
meeting of the Chemists' Club, by Dr.  
Allen Rogers. As the name indicates,  
one of the chief objects of the com-  
pany is to obtain sharks' skin for the  
making of "ocean leather." But no  
part of the animal is allowed to be  
wasted. One modern plant is now  
in operation at Morehead City, North  
Carolina, and a duplicate plant is  
being established in an island off  
Florida. The animals caught are  
sharks and porpoises. While these  
two animals have somewhat of a  
general outward resemblance, it will  
be remembered that they really be-  
long to two widely separated groups.  
The sharks belong to one of the lowest  
groups of the fishes, breathe with  
gills, lay eggs, have a primitive  
chambered heart, and a gristly  
skin; but the porpoises belong to  
the mammal group, and are highly  
evolved as we have, with  
lungs, and, of course, suck-  
ling young.

The sharks are caught with large  
nets, a size of from 10 to 20  
charles being used with each net.  
The porpoises are hunted accord-  
ingly, the sharks being surrounded  
with large nets, and landed  
on the shore. The sharks  
average from 8 ft. to 15 ft.  
in length, while the porpoises vary in  
size from 3 ft. to 30 ft. Then the  
sharks are landed the first operation  
is the removal of the fins and tails.  
The fins are tacked on racks in the  
sun to dry, and are sold to the  
Chinese for making soup. The  
animals are then skinned, and the  
skins placed in salt for 24 hours,  
then fleshed and repickled. The  
livers are thrown into barrels, and  
after several days are subjected to  
an hour's boiling to remove the oil,  
which is collected. The waste flesh,  
etc., is utilised for making fertiliser.  
The skins are subsequently tanned  
and dried.

All like tanneries, overripe cheeses  
and nitrates, with power to add to  
the number.

Next we arrived in the ivory store,  
where half an acre of floor space lay  
under tusks and horns, the trophies  
of a few weeks' "jungling." One of  
the biggest tusks told a sad story.  
Its first owner, in youthful ardour,  
had tried its strength against too big  
a tree and cracked it. The wound  
filled with diseased tissue, and the  
bullet which killed the elephant was  
sent in mercy. The pangs of tusk-  
ache pass our poor imagination.  
Doubtless the buyer of that tusk  
will merely estimate the damaged  
part as so many good billiard balls  
gone wrong.

#### SCENTS OF ARABY.

Down through the floor above  
came scents of Araby and odours of  
Cathay; and following our noses we  
ascended to the store of cinnamon,  
chillies, cloves and nutmegs. There  
was no doubting our guide's asser-  
tions that voyagers first discovered  
Ceylon by the olfactory sense.

In another warehouse, and through  
a jealously guarded doorway, we  
found one of the most valuable stores  
in all Father Thames's pockets.  
Thousands upon thousands of strong  
iron "bottles" containing quick-  
silver. Pouring some of the  
mercury into a vast bowl, our  
guide lays a 56 lb weight on the  
shining pond, and the iron  
floats like a boat. We plunge our  
hands in, with a great effort, as our  
King and Queen have done before  
us, bringing them out dry and cold,  
with the fancy that if water were  
half as dense as mercury there would  
be no drowning accidents.

"No," admits the interpreter, "but  
if water were half as expansive under  
heat as mercury we should all have  
been blown to Mars long ago."  
There was more to see, but my  
friend cried, "Hold, enough!" and  
agreed with me that when Father  
Thames turns out his pockets there  
is a "some" clutter in London streets.

"WALLA WALLA BOATS"—The  
only European Boat in the  
Colony. Phone 3518.

## THE BLUE LIGHT OF THE SKY.

The problem of the blue sky, the  
ultimate solution of which may, as  
in other problems, reduce the macro-  
cosm to the microcosm, will remain  
connected with the name Rayleigh,  
father and son. When the present  
Lord Rayleigh, Professor of Physics  
at South Kensington, discoursed on  
"The Blue Light of the Sky" at the  
Optical Properties of Air" at the  
Royal Institution on May 7, he first  
showed an experiment of his father's.

The horizontal beam of the lantern  
was sent through an acid solution of  
sodium thiosulphate (the "hypo" of  
the photographer); sulphur was slowly  
being liberated, and the fine  
sulphur particles gave rise to a scat-  
tering of bluish light sideways, whilst  
the disc produced by the transmitted  
light on a screen in front of the ap-  
paratus turned from white into  
yellow. That bluish light, the late  
Lord Rayleigh ascribed to the fact  
that the very small sulphur particles  
scatter blue light rather than red  
light, and the blue light of the sky  
he believed similarly to be caused by  
the fine dust in the air. But the late  
Lord Rayleigh calculated that the  
amount of dust in the air was insuffi-  
cient to account for the intense blue  
of the sky, and his son found that  
when he filtered the air through cot-  
ton wool, or when he burned the  
dust (largely greasy organic matter)  
in a turbid lantern beam by a Bunsen  
flame, the streaks of black, optically  
empty air then produced were still  
able to cause scattering. It thus  
appears that the atoms or molecules  
of gases are themselves capable of  
scattering light. The scattering is  
accompanied by polarisation of the  
light. Turning his Savart polaris-  
cope to the neighbourhood of the  
Polar Star, the younger Lord Rayleigh  
observed that the faint luminosity of the night  
sky—which is never quite dark—was  
far less polarised than daylight, and  
that observation—confirmed by H.D.  
Babcock at Mount Wilson Observa-  
tory—suggested that the luminosity  
of the night sky was not due to sun-  
light but possibly to the Zodiacal  
Light. Why the blue colour of the  
sky had been attributed to ozone is  
difficult to understand. Ozone is  
blue in transmitted light, but the  
transmitted beam (in the experiment  
mentioned) appeared yellow, and if  
the ozone of our atmosphere were to  
cause the blue sky, that colour should  
be most intense when the sun was  
setting and sending its rays through  
the deepest layer of our atmosphere.  
Yet the ozone had much to do with  
the phenomena. None of the ordi-  
nary constituents of our atmosphere,  
including water vapour, carbon  
dioxide and argon, scopped  
ultraviolet rays; but the atmosphere  
did cut off the ultraviolet end of the  
spectrum, and apparently be-  
cause it contained ozone. Lord  
Rayleigh demonstrated this with the  
aid of the spectrum of the iron arc.  
Thrown on a screen of cardboard,  
the spectrum was very short, the  
ultraviolet region being invisible.  
When, however, a screen of barium  
platinocyanide was used, the whole  
screen fluoresced brilliantly, until a  
tube in which oxygen was being con-  
verted into ozone was interposed.  
The intercepted portion of the screen  
then turned black, but became bright  
again when the oxygen passing  
through the tube was no longer  
oxygenised. Now the lines or bands, as  
seen by Huggins in the spectrum of  
Sirius, had, by Professor A. Fowler  
and the lecturer, been identified with  
ozone, the previous identification by  
Ladenburg being doubtful. Thus  
ozone appeared to be present in the  
atmosphere. Watching a mercury  
vapour arc on a hill in Essex through  
a horizontal layer of 4 miles of air,  
however, Lord Rayleigh found the  
lower atmosphere near the ground  
far more transparent to ultraviolet  
radiations than the upper atmosphere  
and we had, indeed, little reli-  
able evidence for the presence of ozone  
in the lower strata. The ozone, dis-  
closed by the observation of Sirius and  
other stars, would therefore be in the  
higher strata. The question had  
more than so academic interest,  
since that layer somewhere higher  
up protected our eyes from the fatal  
effects of the ultraviolet radiations.

Engineering.

Engineering.

Engineering.

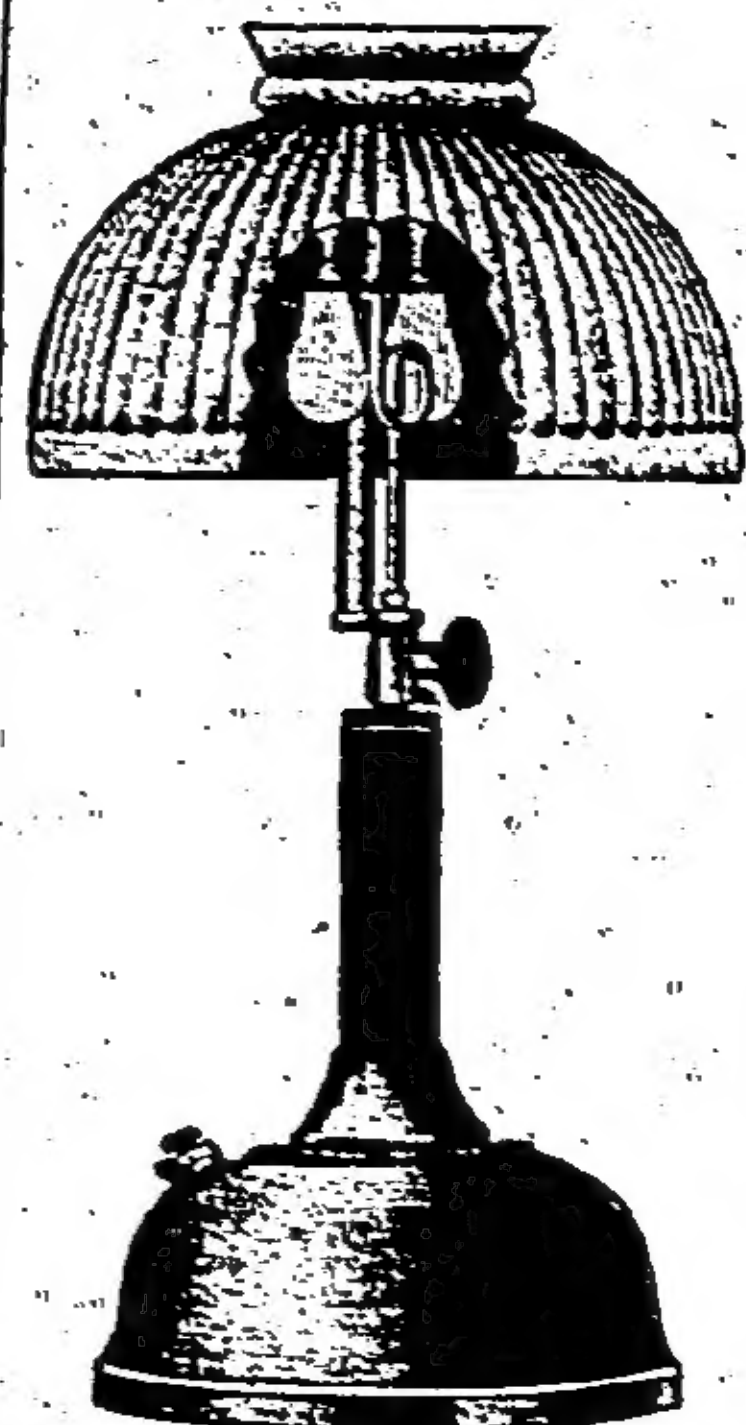
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Peeler—"Geta-It."

There's only one happy way to get  
rid of any corn or callus, and that  
is to be able to peel it off easily,  
painlessly. "Geta-It" is the only corn  
remedy in the world that does it.



"Geta-It" is a corn peeler that  
that way—effectively, thoroughly.  
Why get down on the floor, the  
floor, the floor, the floor, the floor,  
with troublesome plasters, greasy  
ointments that rub off sticky tape,  
and knives and scissors, when you  
can peel off your corn or callus in  
one complete piece, painlessly and  
surely, with magic, simple, easy  
"Geta-It." It takes 2 or 3 seconds to  
apply "Geta-It," you use 2 or 3 drops,  
and that is all. "Geta-It" does the  
rest. Get rid of that corn, peeling it  
off, so that you can work and play  
without corn trouble. Be sure to use  
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"Geta-It," the guaranteed, money-  
back corn-peeler, the only sure  
way, costs but a trifle at all chemists  
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## The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, WEDNESDAY, AUGUST 4, 1920.

## A NEW KIPLING.

We of the generation that remembers the advent of "Department Ditties" and "Plain Tales from the Hills," by a young man in India, those wonderful little grey-backs, and the spate of gripping stories that quickly followed, regard the announcement of a new Kipling book as an event of importance. "Alas! Letters of Travel" (Macmillans) are a disappointment. They are not new, and they are certainly not Kipling at his best. They represent a lot of journalistic work scraped up between 1892 and 1913, with the Banjo of Empire twanging loudly, and indications of an ambition to shine as a mean party politician. There is a chapter on "Labour," that reads oddly in 1920, on the eve of Labour's triumph over the dead political school for which Rudyard Kipling beats the drum. On the literary side these letters are depressing. What check! We hear a Clubman remark. What check of an obscure journalist to criticize a master of English. Master of fiddsticks! He had a happy knack of epithet, a power of vivid description, and some trickery of technique that arrested attention and made us hope that here was the artist. Speaking of colonial journalism, in one of these letters he "hates to think of these splendid people using second-class words to express first-class emotions." We expected, knowing our Kipling, to find in this book first-class words expressing second-class emotions, but even here we were disappointed. Even on the score of mere grammar, what are we to say of a Master of English who on page 133 writes "between either ocean"? Even in the field of epithetic choice, where we expect more of him, he gives us "lemon-bred" sampans on the Japanese coast, and a lot of similarly forced expressions that convey impressions quite false. As to facts, he is as careless as ever. He says that the road across the fields from Yokohama to Kamakura is 20 miles long. It is in fact about eight. He takes the Japanese yen at three shillings, when it was two. He sees men working in paddy-fields. They were almost positively women. He tells us that *yuroshi* is the Japanese equivalent of the Spanish *manana*. It isn't. *Yuroshi* (not *yuroshi*) means O.K., all right. The word Kipling had heard was *tadama*, that irritant for occidental ingratiation. In an otherwise effective chapter on the traveller's mind pictures, he tells us that Malays, Lascars, Hindus, Chinese, Japanese, and Burmans quarrelled around one copper dish of rice and fried onions—a most unlikely event. Did they, in "the stately Hongkong Clubhouse," so recently as the nineties, really talk of "tea, silk, and shortings (shirtings?)" and did they mix pidgin-English and local Chinese terms and round their talk "with corrupt Portuguese"? We do not think so. "Compradore" and "praya" are corrupt Portuguese, but two such swallows do not make a summer, nor anything like the impression he conveys. These, and many other blemishes that we ignore, are trifles in the ordinary way; but from Rudyard Kipling we have a right to expect a great deal. The third section, dealing with Egypt, etc., is the best, and has a few characteristic touches. But on the whole we find the letters lacking the power and artistry of "Sea to Sea," and void of the magic of his writings about India. In the Canadian section some of them are aggravatingly wrongheaded.

## MARS.

Among the sub-editor's clippings there is one headed, "Are Martians Men?" A more immediately necessary query would be, Are Martians Martians? In other words, what evidence is there of the existence of Mars of living creatures at all? The American wireless men who attempted recently to communicate with Mars listened all night when Mars was in perigee, and heard nothing more than a vast silence. That proves nothing, of course. Their messages may not have carried, may not have been understood. The main point is that there is no evidence of the existence of creatures to receive or understand such childish experiments. The evidence in favour of an atmosphere on Mars is slight and inconclusive. Its mean temperature, by a more or less reasoned guesswork, is supposed to be lower than ours; but we don't know. The famous "canals" of Mars, as they exist in the popular and journalistic imagination, have no basis other than the use of the word *candle* by an Italian astronomer, who meant thereby, "channels," not necessarily artificial between oceans. His word being loosely translated "canals," and canals being artificial, they all

assumed artificers, canal makers. Instead of their many many miles of width exposing the absurdity of this conception, they only led the wisecracks to conclude that being canals, and being so many miles wide, the Martians who made them must be wonderfully intelligent and able people. Thus does "popular science" come. Later on Lowell, noting a certain regularity of arrangement about them, plumped for the artificial hypothesis. But Lowell is an advertiser, a drummer-beater and trumpeter. No two observers seem to see these "canals" in the same way, so far. Lowell explains away the impossible width of the canals by saying that the lines seen are not the canals themselves but broad belts of vegetation growing along them. No might a man with alcoholic delusions argue that the blue rats he sees are not rats but dogs that chase them, and argue that there must be blue rats because he deduced the blue dogs. The forms which life can assume are infinitely numerous. We have an incalculable variety on earth, but we have no right to assume that Mars must have sentient and contriving creatures in any way approximating to those we know. The trouble of all these newspaper contributions on such a subject is the besetting error of the theory, namely, the anthropomorphic postulate.

CALLOUS STAMP  
COLLECTORS.

The polyhedral character of the 1914 War is hidden to stamp collectors, who are justly excited over the variety of new issues it led to. These map-like collectors of gaudy trifles, musing about with their albums, hunting, begging, haggling, buying, offering, exchanging, or otherwise purveying and conveying postage stamps, do not realize the convulsion of labour to which the mountain has been put in order to produce the ridiculous local that absorbs their interest. A local firm yesterday received from a Hungarian despatcher clerk at Budapest a cheery request to collect for him—offering "beautiful series of Hungarian postage stamps issued during the great war." Here, for a curio, is his letter:

"Dear Sir—I beg your kindly indulgence for my courage of troubling you although I don't have the honour of your acquaintance—I am sure however in advance of your benevolence for a beginner—collector of stamps and take in this conviction the liberty of asking you the kindness to collect for me—if only possible—all kind of stamps issued during or after the world-war due for postage on cards, letters and parcels which you must receive daily—I suppose—in a rather great number from the British Colonies and Dominions as from all inhabited parts of the world considering the large scale of business carried on by your world-reputed Company.

I am willing to render service in return and should there be another collector among the clerks or employees of your company I could send him for exchange beautiful series of Hungarian postage stamps issued during the great war and by the different revolutionary governments afterwards.

In expectation of your kindly reply and thanking you in advance for yours pains I am."

## WHISKY AND TOBACCO.

The Adjutant was asked to pronounce opinion upon a new whisky. He took one sip, and said it was rotten. He asked for a drink of the brand he was used to. The new whisky was poured, after he had gone, into an empty bottle bearing the label of the sort he liked. On his next visit this bottle was placed before him, without comment. He drank, looked happy, and said: Ah! That's a good whisky. I don't know why you should ever want to try new brands. He was not told, of the fraud. He is dead now, and will never know. He wasn't a fool; at least, not more so than we all are. We think we judge by the taste. We claim to. But we all go by the label. Here in Hongkong the "boys" are playing that joke on us half the time. We are as innocent as the English tripper lunching in the restaurant up the Eiffel Tower. He commented on the toothsome of the spring chicken he thought he was eating. When told that it was really frog, he turned pale, and was sick. It is so with tobacco. You fellows can yell in protest all you want to; the present writer is just as cocksure as you are that he has a palate. Offer a certain brand of tobacco, let him see the label, and it is impossible for him to enjoy it. He knows with his intellect that it is very much like other tobacco, but long ago when he tried it, failing to get another that he wanted, he said, "The inside of my mouth, my palate, that was no good." A palate is the most teachable part of a man, but it cannot unlearn any-

thing. All this is the rankest heresy to you? You are quite sure you can tell a good cigar from a bad one? Very well. Prove it. Get two nearly of a size; one a good one, the other a cheap Flor de Broccoli. Light them both some night, and hand them to a friend to hold, while you turn off the light. If the room is quite dark, you will not be able to tell which is which. If you make a cardboard screen, with a round hole that just fits the cigar and shuts off the glow of it as you pull at it, you won't even know whether it is a light or not. You will think it has gone out. These notes are based on experiments. Try them for yourselves. Theoretically, they are all wrong, because blind men smoke, and are said to enjoy smoking. That is something we do not profess to explain. What we do know is that taste in things like whisky and tobacco is a superstition. Autohypnosis has something to do with it. Go along to your tobaccoist right now, and instead of parting with eight dollars for half a hundred cigars, as usual, buy a box of those at \$3.50 the hundred, with a good label. Look fixedly at the label until you are quite sure you will know it again. Light one of the atrocities, and say aloud and firmly, several times: "By George, but these cigars are quite good." After that you will never smoke any other kind, not that is, with the same enjoyment. Owing to the numerous readers who keep sending boxes of cigars to the *China Mail* office, as tributes of esteem for these writings, we have had to adopt a different formula. We say: "All cigars are jolly good." This teaches the palate to be appreciative, and so none of the mixed brands we get are wasted. The same applies to whisky.

## OUR 'SCHOOL DAYS.

In the course of some really excellent sentiments on the subject of "Better Education Wanted"—an indiscreet caption far too tempting to the ribald instincts of Hongkong readers—the leader-writer of our evening contemporary makes a statement that is sure to be locally denounced as far too sweeping. He writes: "Not one of us cannot look back to our schooling days without a remembrance of the fear and irksomeness that we used to suffer at examination time. We were just a number of grant-earners, looked at officially as so many youngsters capable of attaining a dead level of mediocre intelligence."

Here in Hongkong it does happen that we did not all go to the schools referred to, where the students were, it is said, regarded as grant-earners. At the excellent educational institutions of Dr. Barnardo, for instance, we do not recall any grant-earning examinations. Moreover, there is Eton, to which every member of the Hongkong Club is presumed to have gone.

## \$1,000,000 DAMAGE.

## 15,000 CASES OF RUBBER LOST.

About 10 o'clock on the morning of July 23 in the Penang harbour out on the breakwater, three lighters taking rubber cargo to the s.s. "Lowther Castle" (Paterson, Simons and Co.) were wrecked owing to the roughness of the sea. For some time afterwards cases were seen floating about and the number of cases of rubber lost is estimated at 15,000.

One of the lighters had rubber of Messrs. Guthrie and Co., Ltd., and the other two were of Messrs. Tan Kah Kee and Co., Ltd.

From enquiries at the Master Attendant's office on July 23 the *Pinnang Gazette* learns that two lighters loading cargo on to a Blue Funnel liner were also wrecked by the storm.

The name of the Blue Funnel liner was the "Duke Arion." There were about 15 lighters alongside when the storm came on. Several were dashed about in the storm, but only two were wrecked. One contained 611 cases of rubber of Messrs. Tan Kah Kee and Co., and the other 736 cases of rubber.

Altogether the total damage was about \$1,000,000. The harbour was strewn with cases of rubber, barrels of oil and bundles of rattan. It is understood that the bulk of the loss is covered by insurance.

The possibility of red-haired people being a "separate race" was mentioned at a meeting of the Royal Anthropological Institute in London recently, when Professor F. G. Parsons gave a lecture on "Distribution of Hair and Eye Colour in the British Isles." The average number of red-haired people was, roughly, four in each hundred, and it was quite an aristocratic colour. In London 51 per cent of the upper classes had red hair as compared with 43 per cent in the lower classes. There was an abnormal amount of red hair among the "beauties of the south-west" of Ireland.

## LOCAL AND GENERAL.

The s.s. "Mongolian Prince" (Shewan, Tomes & Co.) is due here to-morrow from New York.

Owing to the lack of a quorum, the meeting of the Sanitary Board called for yesterday was abandoned.

The Civil Governor of Canton will soon take steps to promote the unification of the Cantonese dialect, according to a Canton press agency report.

Seichiro Yamamoto, of Singapore, has been granted exclusive selling and other rights of an invention for an improved anti-mosquito joss stick and stamp for same.

The Philippine National Bank finds itself cheated out of P40,000 of its funds by a clever Chinese. The same bank was also defrauded by a local Chinese merchant of a similar sum last year.

Jewels which belonged to the late Mlle. Gaby Deslys, the noted French danseuse, were offered for sale at auction for the benefit of the poor of Marseilles, and realised 2,304,000 francs (about £92,150).

Because of the internal strife in China, the interruption of the railway service of Honan and Shantung has interfered with the transportation of peanuts. Consequently the price of peanut oil is soaring in Canton.

A special meeting of the Sanitary Board has been summoned for Thursday August 5 at 4.15 p.m., for the purpose of considering certain applications held over from last meeting at which there was no quorum.

The merchants of Nanyang have written to the authorities protesting against the renewal of miscellaneous taxes because they have already paid \$15,000 to the former Commander of the Border Defence Army who promised to abolish these taxes permanently.

Hearing that a cowhide was cruelly buried alive in Siu Pak, Canton, by the villagers of Ha Tong, the Police Bureau recently sent several policemen to dig up the dead body. Strange to say, observes the *Canton Times*, the corpse has not changed at all, although it has been buried for more than a week.

Yesterday afternoon H.E. the Governor and Lady Stubbs, accompanied by Mrs. Gompertz, visited the Tung Wah Hospital. They were welcomed by the Hon. Mr. Lau Chun-pak, the Hon. Mr. Ho Fook, the Hon. Mr. E. R. Hallifax and the Directors, and were conducted round all the wards of the Hospital.

The Danish motorship "Selandia," outward bound has a novel crew. The Danish shipping industry has been in the throes of strikes, and for this voyage of the "Selandia" people of social position volunteered their services, and the crew consists entirely of such people as university professors and prominent business men.

The death has occurred of Mrs. Olivia Maitland Davidson, a writer on social and other subjects, whose contributions to the *Tatler* under the signature of "Eve" brought her an enormous amount of correspondence during the war from officers all over the world. Mrs. Maitland Davidson, who was 38, was only ill for two days, and died after an operation.

Last year the officials of Kwangsi raised \$600,000 for the construction of the Wu Pak Motor Car Road in Kwangsi, so as to facilitate traffic. However, some of the promoters of the project have not yet handed in the amount of subscription they promised to give, and the construction of the road has been stopped for the time being.

The case was mentioned in Penang on July 27 in which F. H. McCormack was plaintiff, and the *Criticism Press*, and Chesney Duncan, one time acting Editor of the *Straits Echo*, were defendants, in an action for libel contained in an article in the paper on November 5. Plaintiff's case was dismissed, the matter having been settled. Defendant's counsel applied for costs which were allowed.

It is proposed to issue porcelain money throughout Germany. A number of specimens of coins from 10 pfennig to five-mark pieces have been manufactured by the Meissen porcelain factory. Municipal coins of porcelain have already been prepared for the city of Meissen, and 300,000 20-pfennig pieces have been ordered by the city of Hamburg for use on the municipal tramways.

The story of a Singapore man Home on leave being shadowed for several days by detectives under suspicion of being the "outlaw" murderer, Topis, shows that there are more things than dear whisky, strikes and unattainable taxis to rub one the wrong way in the Land of Freedom. At any rate, our friend nearly solved the housing problem for awhile in an easier fashion than many thousands of people can do under present conditions, says the *Tribune*.

## CHILDREN TORTURED.

## SHOCKING CRUELTY.

## MAXIMUM PENALTY IMPOSED.

Magistrate Smith had before him yesterday afternoon, a Chinese woman living at No. 9 Gage Street, charged with cruelty to a couple of servant girls, the elder of whom is fifteen years of age. Defendant was alleged to have burned the children.

Mr. F. C. Jenkin (instructed by Mr. Leo d'Almada) appeared for the defence and before the case for the prosecution was opened, stated that his defence in the case of the elder girl would be that his client resorted to the common Chinese practice of burning as a cure for boils. In doing so, the defendant might have exceeded what was reasonably necessary for the purpose. She was prepared to plead guilty to that effect only. Counsel said that he understood that the C.S.P. and Inspector Davitt were prepared to accept that plea if the maximum fine of \$250 were imposed. His client was prepared, said Counsel, in the event of her plea, as outlined, being accepted and the fine imposed, to pay adequate compensation to the children, and to agree to the placing of them in the care of the Po Leung Kuk. Counsel said that if his Worship approved of the suggestion, the children would receive compensation which they otherwise might not get.

The Magistrate said that the charge was a serious one, and not having heard the facts of the case he could take no such step as suggested by Counsel.

Mr. Jenkin said that he was only mentioning those points to his Worship before the case started. He did not mind evidence being taken.

The Magistrate said he must hear the medical evidence.

Dr. Y. K. To, Assistant Superintendent of the Government Civil Hospital, stated that the elder girl had a contused wound on the left side of her head, and a lacerated wound on the left cheek, near the lips. Her chest and the upper part of the abdomen were covered with bruises and burns. There were many bruises on both arms, from the shoulders to the hands. The left elbow joint was badly bruised and swollen. The right groin was bruised and there were several small wounds on the left loin. Both legs, from the hips to the feet, were badly wounded especially the outer side of the left thigh and knee. The whole back was covered with bruises. The other girl had bruises of various sizes all over the body. There were no burns on her.

Mr. Smith: In your opinion were these children ill-treated in such a manner as to cause them unnecessary suffering and to be injurious to their health?

Dr. To: No.

Mr. Smith:—All the injuries are curable? None of them can be permanent?—Yes.

Mr. Jenkin: Did you find any trace of boils on the elder girl?—No. If you examine her now you will find boils on her?—She might have boils now, but when I examined her she had none.

Is burning by wick or by paper a usual process among Chinese for curing boils?—Not particularly for boils but for some kinds of inflammation.

Is it customary among Chinese doctors (doctors not educated abroad) to apply this process?—Yes.

If this process was applied there would be burns such as those you saw on the elder girl?—Not to such an extent. Some of the burns are fresh. They are two or three days old.

The wound on the head of the elder child was not necessarily the result of ill-treatment?—No.

Was it the principal injury?—No. The wound on the right groin was equally serious, but it was also not necessarily the result of ill-treatment.

If the elder girl fell from the cockloft on a wooden stool or some wooden logs could she have sustained some of the injuries?—Yes. A number of them.

The injuries on the elder girl other than the principal ones are such as might have been got in the ordinary course of daily existence?—Yes. Some of the minor ones.

The injuries on the other girl were not so severe?—No, except those on the loin.

Her injuries were not necessarily the result of ill-treatment?—No.

Inspector Davitt said he had a witness who would depose that the defendant had beaten the girls two or three days before she was brought to the Station.

The Magistrate said he would hear that witness. The latter, however, proved useless and was dismissed.

The elder servant girl then gave her story in tears. She told the Magistrate how defendant had often beaten her with little or no justification. One day defendant told her to go up to the cockloft to get a lamp, and because she could not reach it, she pressed her down, put a stool over her neck, and broke her head with a piece of firewood which she then used to beat her all over the body. When defendant wanted to bind her, she ran into the street and the Police arrived. The other servant girl was also very often beaten.

The Magistrate convicted the defendant and imposed a fine of \$500. He ordered the girls to be placed in the charge of the Po Leung Kuk.

## DRUGGED AT DINNER.

CHINESE GENTLEMAN  
KIDNAPPED.

## HELD FOR RANSOM.

A well-to-do Chinese gentleman living in Wellington Street, some three weeks ago received an invitation to a dinner party at the Kam Ling Hotel, Shek Tong Tsui. He went, and his family has not seen him since.

His anxious wife sent servants to make enquiries at the hotel, but beyond the information that he had left the place together with other members of the party, the hotel people could render no assistance in the tracing of the missing man.

A few days ago, the woman received a letter from her husband and informing her that he had been drugged at the dinner party and taken to Macao where he was being kept in close confinement. His kidnappers were holding him for ransom, he said, and negotiations for his redemption were to be made with his captors through a Chinese Hotel in Macao.

The local Police have been informed, and are now in touch with the Macao authorities.

## CHILD KIDNAPPED.

Another kidnapping report has been received by the local Police from a woman, a visitor to Hongkong, on her way from the country to Macao to join her husband. On the way down by train, she said, she got into conversation with a man and a woman who later drugged her, it was alleged. On the arrival of the train at Kowloon, they absconded with her little son and her luggage.

The Police are now on the alert for the kidnappers, a description of whom has been supplied them by the complainant.

HONGKONG YARN  
MARKET.

Messrs. S. D. Setna & Co., in their market report for July 1 to 31, state:—

Cotton.—There is no stock in the market, hence no reliable prices can be quoted.

Indian Yarn.—During the earlier part of the current month our market ruled rather weak as some of the importers were eager sellers. Latterly telegraphic intimation of a stronger demand at Bombay, coupled with an advance there, of about Rupees fifty per bale, strengthened our market, and prices show a good advance of about \$10 to \$15 per bale in selected threads. Business during the month is reported of about 100 bales of No. 6s.—5,000 bales of No. 10s.—2,000 bales of No. 12s.—200 bales of No. 16s.—and 600 bales of No. 20s.—in all about 7,900 bales. The unsold stock is estimated at about 5,000 bales. Sold but uncleared stock, in Chinese hands, is said to be about 15,000 bales. Market closes steady.

## ARMED ROBBERY AGAIN.

## OCCUPANT STABBED.

The occupier of an unnumbered matted at Wongmewul reports that at 5 a.m., yesterday, four men broke into his matted.

Two of the intruders seized him and demanded the key of his box. He called out "thief," whereupon one of the robbers produced a dagger and stabbed him several times on the arms, hands and legs. They then decamped taking with them a metal clock valued at 60 cents.

The wounded man was sent to the Government Civil Hospital to have his wounds dressed. No arrests have been made.

## SINGAPORE COLLISION.

## BIG SHIPPING CLAIM SETTLED.

In September last year, the Straits Steamship Co.'s steamer "Kuala" was tied up alongside godown No. 3 at Tanjong Pagar, and the "Hong Wan I," which was leaving port for Penang failed to keep her course and collided with the "Kuala," which was damaged. An action was filed by the owners of the "Hong Wan I," in which they claimed \$61,465 as damages. On July 27 in the Singapore Supreme Court, before Mr. Justice Barrett Lennard, Mr. H. D. Mundell, on behalf of the plaintiffs, said that the defendants, who were represented by Mr. L. E. Gaunt, had placed \$55,000 in settlement of the claim. He would suggest the claim be dismissed without any order as to costs. The court agreed to this.

Addressing Sub-Inspector Willis who was present in Court, the Magistrate asked if it was not the procedure for half the fine to be given to the Po Leung Kuk for the upkeep of the children.

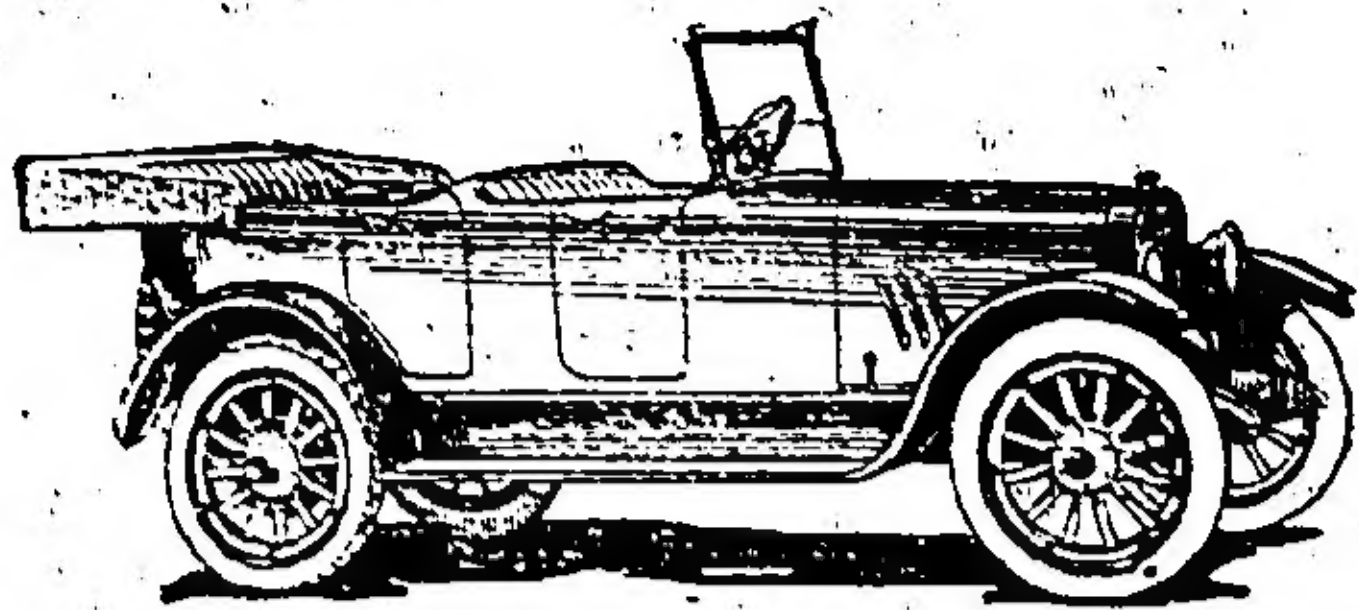
The Inspector replied that that was a matter to be dealt with by the Secretary for Chinese Affairs.



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## TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

### IRISH OUTRAGES.

#### DUE TO RESENTMENT OF GOVERNMENT PROPOSALS?

"AN INSULT TO IRELAND."

LONDON, August 2.

In the House of Commons, Mr. A. MacAllan Scott suggested that in view of the murders in Ireland the Government should reconsider its decision to postpone the Home Rule Bill till after the autumn holiday.

Mr. Lloyd George declared that the carrying of the Bill before the adjournment would not immediately end the outrages in Ireland.

Mr. Devlin affirmed that the outrages were largely due to resentment of the Government's proposals.

Mr. Lloyd George replied that if he thought so he would regard the Irish situation as more desperate than ever. An impossible situation would be created if the fact that the Government was doing its best to satisfy the legitimate demands of Ireland were made an excuse for murder and outrage.

Mr. Devlin declared that the proposals were regarded in Ireland as an insult.

Mr. Lloyd George replied that he could hope any measure carried by any British House of Commons would meet the unreasonable demands which the bulk of the Irish people whom Mr. Devlin did not represent were making.

### MODERATES TERRORISED.

Mr. Devlin declared that the Government's policy was driving the moderates in Ireland into the camp of the extremists.

Mr. Lloyd George emphasised that the Government had done their best according to their view of what was right and fair for both parties. People in the British Isles were not agreed that the moderates in Ireland had anything to do with the outrages which he firmly believed were the work of a very small minority. The moderates were so terrorised that they dared not express their views, but recently there had been signs that the moderate opinion had begun to assert itself. The latest instance was the very fearless verdict of wilful murder in the case of Police Commissioner Brooke.

Sir Hamar Greenwood formally presented the Restoration of Order in Ireland Bill which passed the first reading without discussion. The text will be issued on August 3.

Mr. Bonar Law stated that a guillotine motion would be proposed in respect of the Bill on August 5.

### OFFICIAL ACCOUNT OF AN AMBUSH.

LONDON, Aug. 3.

An official account of the attack on the patrol at Bruffe on July 28 says that a patrol of eight men was ambushed by fifty. A private was seriously wounded at the first volley and lay in the road when two or three of the assailants used the wounded man's body as a rifle rest and took cover behind it. Their fire could not be returned, but after half an hour's fight the assailants were driven back. His comrades then dragged the wounded man to a cottage which the raiders surrounded and poured in a heavy fire until the arrival of reinforcements. One assailant was found mortally wounded.

### CARDINAL CONDEMNS ACTS OF VIOLENCE.

In connection with the preparations for the Feast of the Assumption on August 15 Cardinal Logue has written a letter which is to be read in all Roman Catholic Churches in Dundally in which, after condemning the acts of violence, he forbids anyone subject to his jurisdiction participating in political meetings or processions on Assumption Day, as is usual.

### TEXT OF THE BILL VERY BRIEF.

LONDON, August 3.

The text was issued to-day of the Restoration of Order in Ireland Bill. It consists of only two clauses which state that as the ordinary law is inadequate for the prevention and punishment of crime and the maintenance of order in Ireland, powers are granted for the extension to Ireland of the provisions of the Defence of the Realm Act as regards trial by court martial. Crimes so tried shall be punishable with the punishment thereto assigned by statute or common law, but it is provided that when a person is charged with a crime punishable by death the court martial shall include one person, not necessarily an officer, nominated by the Lord Lieutenant, such person being certified by the Lord Chancellor of Ireland or the Lord Chief Justice of England as possessing legal knowledge and experience.

### CABINET CONSIDERS NEW CRIMES BILL.

LONDON, Aug. 2.

The Cabinet this morning considered Ireland, especially the details of the new crimes bill, which will be introduced in the House of Commons on August 5.

### GREEKS OCCUPY ALL THRACE.

KIRKILISSE, August 3.

The Greeks have occupied all Thrace as far as the Tchatalja line.

### AIRMAN ARRIVES IN AUSTRALIA.

PORT DARWIN, August 2.

The Australian airman Lieutenant Parer arrived, thus completing the flight from England which he began in January.

### NEW EPOCH IN JOURNALISM.

#### KING'S MESSAGE TO IMPERIAL CONFERENCE.

#### FREEDOM OF THE PRESS.

LONDON, Aug. 3.

The King has telegraphed as follows from the yacht "Victoria Albert" to Lord Atholstan at Montreal:—"The Imperial Press Conference which is gathering representatives from all parts of the British Empire marks a fresh epoch in the history of journalism. May your joint efforts be crowned by success and may they, by securing the freedom of Press, and in the formation of a well instructed public opinion and promote all that tends to the advancement of civilisation and of the well being of the moral, social, and material world."

## TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

### BITTER FRENCH COMMENT.

#### NECESSITY FOR ALLIED UNITY.

COMMON POLICY REQUIRED.

LONDON, August 2.

The French Press is bitterly commenting on the Spa decision with regard to coal which is regarded by France as a concession to Germany secured by Mr. Lloyd George at the expense of France. In this connection the *Times* emphasises the necessity for Allied unity in view of the critical European situation. It urges the British and French Governments definitely to settle clearly and declare a common policy in order to prevent serious misunderstandings.

### BRITISH REPLY TO FRENCH CRITICISM.

LONDON, August 2.

The House of Commons has approved of a supply vote towards the £5,000,000 advanced in respect of German coal deliveries in order to secure regular deliveries to France. It was pointed out that the vote would not necessitate fresh borrowing as it would be supplied from actual receipts under the reparation clauses of the Peace Treaty.

Sir Worthington Evans stated that an arrangement for the advances was being made in order to provide the miners with adequate food. Replying to French criticism he showed the benefits accruing to France while Britain was not receiving a single ton, but was getting equitable consideration in other directions under the agreement made at Spa.

Mr. Lloyd George emphasised the necessity of the advances and said the British representatives reported that the people were not receiving within sixty or seventy per cent. of the food they enjoyed before the war.

### BREEZE IN THE COMMONS.

#### WINSTON CHURCHILL AGAIN THE OFFENDER.

THE PREMIER HECKLED.

LONDON, August 2.

There was a slight breeze in the House of Commons this afternoon when various members heckled Mr. Lloyd George regarding a recent article in the *Evening News*, by Mr. Winston Churchill, which had been interpreted as suggesting that Germany's military assistance should be invoked against the Bolsheviks.

Replying to Sir D. McLean, who asked if the article was an expression of the agreed policy of the Government, the Premier said that he did not think the article was so much an expression of policy as a hankering. (Laughter.)

Sir D. McLean: Does the Prime Minister approve of this hankering on the part of one of his colleagues on matters of vital European politics.

Mr. Lloyd George: I really cannot control my colleague's desires. (Cries of "Oh!" and "You can get rid of him.")

In response to further questions, Mr. Lloyd George said that he did not think the article contained any declaration which was inconsistent with the policy of the Government.

### THE AMERICA CUP.

#### NOVA SCOTIA ENTERS CHALLENGE FOR 1922.

YACHT TO COST MILLION DOLLARS.

MONTREAL, August 2.

Mr. A. G. Ross, an ex-member of Parliament, has sent a challenge to the New York Yacht Club on behalf of the Nova Scotia Yacht Club to race for the America Cup in 1922. If the challenge is accepted it is proposed that the boat should be designed by a Britisher and built in Canada. It should be manned by Nova Scotia fishermen. The yacht would be named the "Maple Leaf" and the cost is estimated at over \$1,000,000, which would be raised by popular subscription.

### QUESTION OF FUNDS.

HALIFAX, August 3.

With regard to Mr. Ross's challenge for the America Cup in 1922, a representative of the Royal Nova Scotia Yacht Squadron declared that the squadron is willing to co-operate with Mr. Ross but he doubted the practicability of raising sufficient funds by popular subscription in Canada. It was estimated that the Ross project would cost nearer two than one million dollars. Yachting circles consider the challenge should be financed by an individual.

### COUNTY CRICKET.

LONDON, August 2.

Middlesex beat Sussex by an innings and 123 runs.

## TO-DAY'S NEW ADVERTISEMENTS.

### TO-MORROW EVENING THURSDAY, AUGUST 5th.

at 5.30 p.m.

### AT ST. ANDREW'S HALL REVUE CONCERT BY D. F. AMELIAS CO.

SEATS NUMBERED

Plan at MOUTRIE'S. Prices: Adults \$2; Men in Uniform and Children \$1.

### INSTANTANEOUS SUCCESS

of

### MABEL NORMAND

in her latest

GOLDWYN COMEDY

### "THE VENUS MODEL"

at

### THE CORONET.

FOR THREE NIGHTS MORE ONLY!  
DON'T MISS IT!

### BASE INGRATITUDE.

#### ROBBED HIS FRIEND.

A MIDNIGHT TRETF.

A Chinese was this morning charged before Magistrate Smith with the theft of a box containing clothing, money, and jewellery to the total value of \$123, from No. 74, Winglok Street, the property of a friend.

The police said that the defendant had been only two days in the Colony and had been housed and fed by his friend. He abused the other's hospitality and trust by robbing him. Last night the complainant, the defendant, and a cook went to sleep as usual in a rear cubicle. In the middle of the night the cook was awakened by the sound of someone moving a box. He called out "Who is there?" and the defendant replied that it was all right. He explained that he had been to the lavatory, and on his return had stumbled into the box in the dark. The defendant returned to his bed, and the cook again went to sleep. In the morning the complainant missed his box. He questioned the cook, and the latter told him what had happened during the night. A search of the house was made, but the defendant was nowhere to be found. In the back yard, the complainant found his box. It had been broken open and was empty. The back door was open. The defendant was not seen again until that evening when the complainant met him in Chinatown. When he taxed defendant with the theft the latter made a "clean breast" of it. He rendered the complainant every assistance in the recovery of the missing clothing and jewellery from various pawnshops. The defendant also returned a part of the stolen money saying that he had spent the balance.

After the complainant and his cook had given evidence, the Magistrate convicted the defendant and passed sentence of one month's imprisonment with hard labour.

### LOCAL AND GENERAL.

Six men, four of whom are Independent Socialists, have been sentenced by the Bow Court to two years' imprisonment for painting the statue of Kaiser Wilhelm I. red.

Osaka and neighbourhood once had 74 shipbuilding yards, but just over a dozen were working at the end of June. There were 22 ships under construction, representing 44,000 tons, against 47 ships, representing 94,955 tons, at the end of June last year.

The 25 per cent discount from the regular rates heretofore enjoyed by guests who had been living in the Manila Hotel prior to November 1, 1919, has been discontinued since August 1, from which day all permanent guests will be charged the same flat rate, that is, ten per cent less than the regular hotel rates.

As the liner left the wharf at New York the free and enlightened American citizen heaved a sigh of relief. "I guess I'll have a highball," he said to the Steward. "I guess not, sir," replied the affable Steward, "not yet." "Why not?" said the U.S.A. man. "This is a British ship, isn't it?" "Yes, sir." "Then why can't I have a drink?" "We have not yet passed the Statue of Liberty, sir," replied the Steward with unconscious irony.

Mr. G. Wyman Abbott, a solicitor of Peterborough, and an antiquary, has unearthed in the district a skeleton of the Neolithic or Bronze Age. The date has been placed at least 2,000 B.C., but is thought more probably to be nearer 3,000 B.C. The body was found in a crouching position, with the head to the north and feet to the east, while the hands were pressed against the chin. No relics were found with the skeleton, which, from all appearances, is that of a female; 25 to 30 years of age.

### TO-DAY'S ADVERTISEMENTS.

#### NOTICE.

DURING the temporary ABSENCE of the undersigned on leave, or until further notice, the Hongkong Agency of the CHINA MAIL S.S. Co., Ltd., will be in charge of Mr. C. T. SUBRIDGE, effective August 4th.

O. B. RITTER,  
Agent.

Hongkong, August 4, 1920.

#### LOST.

STRAYED, from No. 8, Cox's Road, Kowloon, FOX TERRIER, PUR four months old. Black markings on head, and black spot on back. Answers to "SPUD." Reward if necessary, on returning to above address.

Four New Laumhes are under construction for the "WALLA WALLA" Fleet.

### NOTICES.

## Lane, Crawford & Co.

### JUST ARRIVED

A LARGE SELECTION OF

## GOLF HOSE

IN SHADES OF FAWN, DARK  
AND MEDIUM GREYS

### LOVAT and HEATHER MIXTURES

LIGHT WEIGHT.

— ALSO —

### A SMART BROGUE SHOE

SUITABLE

FOR GOLFING OR WALKING.

IN FULL SIZES AND HALF SIZES.



## COLUMBIA GRAFONOLA

THE SUPREME  
INSTRUMENT OF  
MUSIC

### THE ANDERSON MUSIC CO., LTD.

(THE COLUMBIA SHOP)

### ROUND THE ISLAND OF HONGKONG.

BY

### THE BEST & MOST COMFORTABLE MOTOR CARS

AT

### THE SPECIAL REDUCTION PRICES:—

HUDSON or CHANDLER, 7—passenger Motor Car \$12.00

OAKLAND, 5—passenger Motor Car \$ 8.00

Phone 2499.

### BREEZY GARAGE,

161, Des Voeux Road, Central,  
(next to Sincere Co., Ltd.)

## PEPSODENT

TOOTH PASTE

FRESH STOCK JUST ARRIVED.

### COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877.

## "ROYAL TONIC"

and Digestive Bitters.

A Refreshing & invigorating  
Drink and an Excellent Liqueur.

During the extreme heat of the  
Summer, its use has a most  
remarkable effect, producing  
buoyancy of spirits and energy.

### GANDE, PRICE & CO., LTD.

WINE AND SPIRIT MERCHANTS.

Tel. No. 125.

6, QUEEN'S ROAD, CENTRAL,  
HONGKONG.



## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

## HONGKONG-CANTON LINE.

Sailings—To Canton daily at 5 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

## SAILINGS—

To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 8 a.m.).  
From Macao—daily at 8.30 a.m. and 8 p.m. (Sundays at 8 p.m.).

Police Permits to leave the Colony are not required.

Further information may be obtained at the Company's Office, Hotel Manxian, or from Messrs. Teos, Cook & Son, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

STEAMSHIP SERVICES.  
NEW YORK.

VIA PANAMA CANAL.  
S.S. "EGREMONT CASTLE"  
Sailing on or about 12th September.

## LLOYD TRIESTINO

FOR BRINDISI, VENICE, TRIESTE, Etc.

TAKING CARGO ON THROUGH BILLING  
TO LEBANT, BLACK SEA & DANUBE PORTS.  
Via SINGAPORE, PENANG AND COLOMBO.

## S.S. "PILSNA"

Sailing on or about 5th August.

## S.S. "INNSBRUCK"

Sailing on or about 6th September.

## S.S. "HUNGARIA"

Sailing on or about 2nd October.

## NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between  
JAPAN, HONGKONG & JAVA

## OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA.)

Steamship Services Trans-Pacific.  
Also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS

TAKING CARGO on through Bills of Lading For SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the INDIA-CHINA STEAM NAVIGATION CO., LTD., AND APCAR LINES, connecting with

## S.S. "UMONA"

Sailing on or about 30th August.

For freight or passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

## HOO CHEONG WO &amp; Co.

Shipchandlers, Metals and Hardware Merchants,  
Sail Makers and General Store Keepers.

51 & 52, CONNAUGHT ROAD (CENTRAL), HONGKONG.

Telephone No. 591. Code A. B. C. 5th.

## O. S. K.

## OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

ALPS MARU (Call Marseilles)—Tuesday, 7th Sept.

BUENOS AIRES—Rio de Janeiro, Santos, Manzanilla, Durban and Cape Town via Singapore.

MEXICO MARU—Friday, 13th August.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

LUZON MARU—Friday, 20th August.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

SHEN MARU—Wednesday, 1st September.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

KUNAGIRI MARU—Friday, 25th September.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at immediate ports in Japan and taking cargo Overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

AFRICA MARU—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

HONOLULU MARU—Thursday, 6th September.

NEW ORLEANS—Borneo MARU—Wednesday, 1st September.

JAPAN PORTS—Mojji, Kobe, Yokohama, Yokohama.

KEELUNG—via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

KAIJO MARU—Sunday, 8th August.

TAKAO via SWATOW and AMOY.

BOHBU MARU—Thursday, 12th August.

For sailing dates and further particulars apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

## CHINA-AUSTRALIA MAIL S. S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA"—Sailing Aug. 6th.

"HWAH PING"—Sailing Sept. 1st.

For freight and passage apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

Telephone No. 297.

111, Connaught Road Central.

## SHIPPING

C. N. C.  
CHINA NAVIGATION CO., LTD.

## SAILING SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL  
HOIHOW, PAKHOI & HAIPHONG—KATONG—Aug. 5, at 9 a.m.  
HONGKONG—PAKHOI—Aug. 5, at 9 a.m.  
SHANGHAI—PAKHOI—Aug. 5, at 4 p.m.  
AMOY, MANILA, CEBU & ILOILO—PAKHOI—Aug. 7, at 4 p.m.  
SHANGHAI & TIENTSIN—PAKHOI—Aug. 8, at 4 p.m.  
WIMAWEL, CHEFOO & TIENTSIN—PAKHOI—Aug. 10, at 10 a.m.  
AMOY, SHANGHAI & PUKOW—PAKHOI—Aug. 10, at 10 a.m.  
SWATOW & BANGKOK—PAKHOI—Aug. 10, at 10 a.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation amide ships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Bangkok (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 26.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"CITY OF SPOKANE"—About Aug. 19th.

For PORTLAND Direct.

(Calling at Shanghai and Kobe).

"COAXET"—About Aug. 22nd.

For SAN FRANCISCO and SEATTLE.

"ELETON"—About Aug. 6th.

Through Bills of Lading Issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Manxian.

SERVICE TO UNITED STATES  
NEW YORK and/or BOSTON.  
Via Panama

S.S. "SAUCON"—About 15th Aug.

S.S. "CAPE MAY"—About 15th Sept.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

TELEPHONES 2477 & 2478. AGENTS. 5TH FLOOR. HOTEL MANXIAN.

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## SHIPPING

## CP O S

## SAILINGS

## HONGKONG TO VACOUVER

(via Shanghai, Nagasaki ("Mojji") Kobe & Tokohama).

FROM HONGKONG TO VACOUVER

STEAMERS	FROM HONGKONG	VACOUVER
Monteagle	Aug. 19	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 8	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3

Passengers to Europe are strongly urged to determine the exact date of the Atlantic crossing desired prior to departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders issued here will cover all such reservations.

For Fare and other information, please apply to—

HONGKONG OFFICE. Cable address: GACASTPAC.

Telephone 782. CANADIAN PACIFIC

OCEAN SERVICES

## CHINA MAIL S.S. CO., LTD.

## FREIGHT AND PASSENGERS.

"NANKING" (10,000 tons) "NILE" (11,000 tons) "CHINA" (10,900 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

August 16th 1920. August 25th 1920. September 24th 1920.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Tel. Passenger Dept. 1934.

Prince's Buildings, 100 House Street. Tel. Freight Dept. & Agent. 2151.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class (Coast) Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

## SWATOW, AMOY &amp; FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMERS	HAIPHONG	PAKHOI	HAIPHONG
HAIPHONG	Capt. A. H. Stewart	FRIDAY, 13th August, at 2 p.m.	6th August, at 2 p.m.
PAKHOI	Capt. S. Thomson	TUESDAY, 10th August, at 2 p.m.	10th August, at 2 p.m.
HAIPHONG	Capt. W. O. Passmore	FRIDAY, 13th August, at 2 p.m.	13th August, at 2 p.m.

## AMOY.

Arrivals and Departures from the Company's Wharf (near Hake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Manager.

## AMERICAN &amp; ORIENTAL LINE.

## FOR HAVANA &amp; NEW YORK

VIA PANAMA CANAL.

Subject to change without notice.

## ORIENTAL AFRICAN LINE.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS

## "ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co. Ltd.)

## JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

For

LONDON "KANSAS" On 10th Sept.

LONDON "SWAZI" On 20th Sept.

Subject to change without notice.

THE BANK LINE, LTD.

Or to KRIBS & Co., Canton. General Agents.

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General Agents.



## SHIPPING

# P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"LAHORE"	5,200	13th Aug.	MARSHALLS LONDON & A'warp.
"KALVAN"	9,000	14th Aug.	MARSHALLS LONDON & A'warp.
"PLASST"	7,400	28th Aug.	MARSHALLS LONDON & A'warp.
"AHIVA"	8,000	14th Sept.	MARSHALLS LONDON & A'warp.

## BRITISH INDIA-APCAR SAILINGS (South)

"TAKADA"	7,000	17th Aug.	Straits, Rangoon and Calcutta.
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## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	18th Aug.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
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## SAILINGS TO SHANGHAI &amp; JAPAN

"JEYPORE"	5,200	5th Aug.	Shanghai, Kobe and Yokohama.
"JAPAN"	6,100	5th Aug.	Shanghai and Japan.
"PLASST"	7,400	10th Aug.	Shanghai only.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable. In Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo. All Cabins are fitted with Electric Fans free of charge. Steamer's and sailing dates are liable to be cancelled or altered without notice. Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's office up to noon on the day previous to sailing.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For further information, Passage Fares, Freight, and other matters, apply to

MACKINNON, MACKENZIE &amp; CO., Agents.

## N. Y. K.

## NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

## SEATTLE &amp; VICTORIA via Keelung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TOYOHASHIMARU (Calling Manila) ... Sunday, 15th Aug., at 11 a.m.  
KASHIMA MARU (Calling Manila) ... Monday, 16th Aug., at 11 a.m.  
FUSIMI MARU ... Saturday, 14th Sept., at 11 a.m.

## LONDON &amp; ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said &amp; Marseilles.

ATSUTA MARU ... Tuesday, 10th Aug., at Noon.  
SHIZUOKA MARU ... Friday, 20th Aug., at Noon.

## HAMBURG, LONDON &amp; ANTWERP via Singapore, Colombo, Suez and Port Said.

KANAGAWA MARU ... Friday, 20th August.

## SYDNEY &amp; MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

AKI MARU ... Wednesday, 18th August, at 11 a.m.  
TANGO MARU ... Wednesday, 22nd Sept., at 11 a.m.

## NEW YORK via the Suez Canal.

AKITA MARU ... Thursday, 26th August.

## SOUTH AMERICAN PORTS via Singapore, Rangoon, Calcutta, Durban and Cape Town.

PENANG MARU ... Monday, 9th August.

## BOMBAY &amp; COLOMBO via Singapore.

TENSHIN MARU ... Friday, 20th August.

## CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

PENANG MARU ... Monday, 9th August.

## JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

TANGO MARU ... Saturday, 21st August, at 11 a.m.

## SHANGHAI, KOBE &amp; YOKOHAMA.

SHINGO MARU ... Friday, 6th August.  
CALCUTTA MARU ... Friday, 6th August.  
NAGATO MARU ... Thursday, 12th August.

For further information apply to—

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

Telephone Nos. 221 &amp; 222.

## SHIPPING.

## PRINCE LINE FAR EAST SERVICE.

For NEW YORK.

S.S. "CELTIC PRINCE" via Suez Canal Early October.

Steamers proceed via SUEZ CANAL or PANAMA CANAL at Owners' option.

For freight and further particulars, apply to:

SHEWAN, TOMES &amp; CO., Agents.

## T. K. K.

HONGKONG TO SAN FRANCISCO.  
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.  
THE PATHWAY OF THE SUN.

STEAMERS.	TONS.	LEAVE HONGKONG.
TENTO MARU	25,000	Aug. 12th.
SHINTO MARU	25,000	Sept. 6th.
SPERDIA MARU	20,000	Sept. 12th.
SIBERIA MARU	20,000	Oct. 12th. (from Yamao).

(Omitting call at Shanghai. "Calling at Keelung.")

## SOUTH AMERICAN LINE.

## HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

TRINITY BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
ANYU MARU	15,000	Sept. 8th.
SEIYO MARU	14,000	Nov. 8th.

For full information regarding passengers freight, and sailings, apply to—

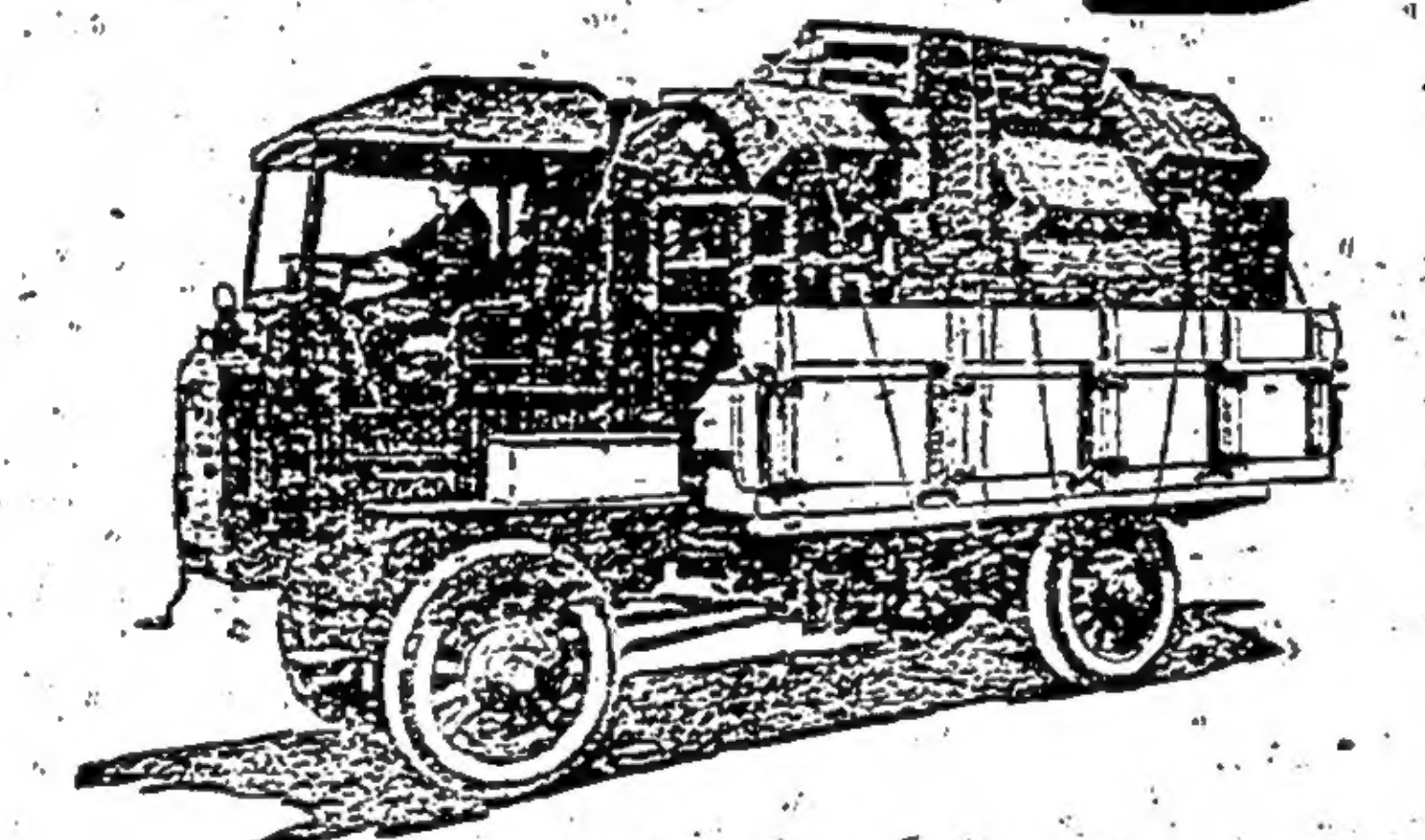
King's Building, Agents at Canton.

Messrs. T. E. GRIFFITHS, LTD.

IV. TSUTSUMI, Manager.

Tel. Nos. 2374 &amp; 2375.

Power  
Durability  
Reliability  
Economy



AGENTS FOR SOUTH CHINA  
VASQUEZ CORREAS & CO.  
REPRESENTED BY  
E. MOW FUNG,  
60 Des Voeux Road Central.

## NOTICE.

We can supply the Best Steaming Coal on Short Notice for Ships and Local Consumers. Satisfaction Guaranteed.

A TRIAL ORDER WILL CONVINCE YOU.

## SANG KEE &amp; CO.,

No. 73, Des Voeux Road Central.

Cable Add. "SANGKY." Tel. No. 3420.

## THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office: 64, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 423.  
Shipyard: Sham-Sui-Po, Kowloon, Hongkong. Telephone No. 2.  
Estimates furnished on application.

Hongkong, April 1, 1912.

## E. HING &amp; CO.

## LARGE STOCK OF SHEPBUILDING MATERIALS.

viz. Steel Ship Plates, Angles and Bars.

Also Shipchandlery Articles.

Telephone No. 1112. 23, Wing Woe Street, Central.

## WING KEE &amp; CO.

23, Connaught Road Central.

## COAL MERCHANTS.

SHIP CHANDLERS, COAL SHEDS, AND STEVEDORES.

Cable Add. "WINGKEE." Tel. 144.

## A. KWAI &amp; CO.

23 &amp; 25 Connaught Road Central, HONGKONG.

## "NAVY CONTRACTORS"

Ship Chandeliers, Coal Merchants, Sail Makers, General Storekeepers, and Soap and Soda Manufacturers.

Cable Add. "AKWAI." Tel. No. 126.

## NOTICES TO CONSIGNEES.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "INNSBRUCK"

FROM TRIESTE, VENICE, ADEN, COLOMBO, PENANG and SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2nd inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 15th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 5th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL &amp; Co., Ltd.

Agents.

Hongkong, August 2, 1920.

## MITSUBISHI SHoji KAISHA, LTD.

(Mitsubishi Trading Co., Ltd.)  
COAL, GENERAL IMPORTS and EXPORTS.

SOLE PROPRIETORS OF  
TAKASHIMA, OCHI MUTABE, KISHIDARE, YOSHINOZAKI, HOJO, NAKAMURA, SATO, SHIN-NEW, KAKADA, BIRAI, KAMIYA, MADA, and OYUBARI.  
AGENTS FOR SAKITO COAL.

Head Office:—TOKYO.

Branches and Representatives:—

Nagasaki, Karatsu, Wakamatsu, Moji, Kobe, Osaka, Tsuruga, Nagoya, Yokohama, Tokyo, Hakodate, Muroran, Otsu, Vladivostok, Peking, Tientsin, Dairen, Tsingtao, Hankow, Shanghai, Hongkong, Canton, Manila, Singapore, Soerabaya, London, Paris, New York and Seattle.

Cable Address:—IWABARA, JAPAN.

Codes:—A.I. A. B. C. 5th Ed. Western Union and Bentley.  
Agencies for: The Mitsubishi Marine & Fire Insurance Co., The Osaka Marine & Fire Insurance Co.

For Particulars apply to—  
S. KOMURA, Manager,  
No. 14, PRINCE STREET, HONGKONG.

## MUMEYA.

Japanese Photographers.

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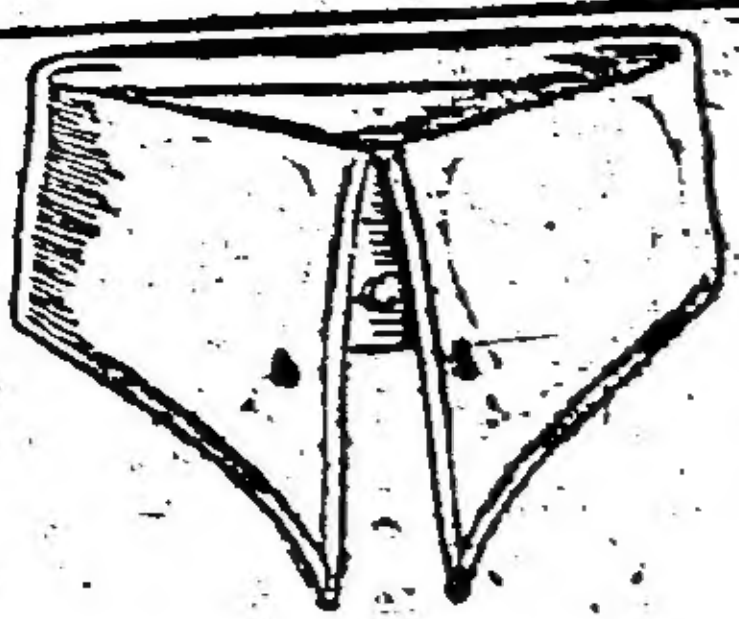
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### MORE SECRET HISTORY.

WHITEHALL AND WASHINGTON.

MR. DANIELS SARCASTIC.

The secrecy under which the American Navy operated during the war was lifted further to-day by Secretary Daniels, says the *New York Times* of May 12.

Continuing his testimony before the Senate committee investigating Rear Admiral Sims' charges that the navy failed to co-operate fully with the Allies, the Secretary read a confidential cablegram sent to Admiral Sims at London on July 4, 1917, by President Wilson and reading as follows:

Washington, July 4, 7 p.m.

From the beginning of the war I have been greatly surprised at the failure of the British Admiralty to use Great Britain's great naval superiority in an efficient way. In the presence of the present submarine emergency, they are helpless to the point of panic. Every plan we suggest they reject for some reason of prudence. In my view this is not a time for prudence, but for boldness, even at the cost of great losses.

In most of your despatches you have quite properly advised us of the sort of aid and co-operation desired from us by the Admiralty. The trouble is that their plans and methods do not seem to us efficacious. I would be very much obliged to you if you would report to me, confidentially, of course, exactly what the Admiralty has been doing, and what they have accomplished, and added to the report, your own comments and suggestions, based upon independent thought of the whole situation, without regard to the judgments of any one on that side of the water.

The Admiralty was very slow to adopt the protection of convoys, and it is not now, I judge, protecting convoys on adequate scale within the danger zone, seeming to keep small craft with the grand fleet. The absence of craft for convoy is even more apparent on the French coast than on the English coast and in the Channel.

I do not see how the necessary military supplies and supplies of food and fuel oil are to be delivered at British ports in any other way within the next few months than under adequate convoy. There will presently not be ships, or tankers enough and our shipbuilding plans may not begin to yield important results in less than eighteen months.

I believe that you will keep these instructions absolutely and entirely to yourself and that you will give me such advice as you would give if you were handling and if you were running a navy of your own.

WOODROW WILSON.

Admiralty Sims' response, Mr. Daniels testified, was "a long telegram of generalities of what the British Admiralty was doing." In regard to this Mr. Daniels read to the committee a personal letter from the Admiral to Ambassador Page at London on August 7, 1917, in which he said in part:

"In this connection I have a suggestion to make. I have received word, practically directly from the President, that he was much displeased with my reply to his cablegram; that it did not change his opinion at all; that he regards me as owned by the Admiralty, and so pro-British that he seriously considered the advisability of replacing me by some other officer."

In presenting the text of the President's cablegram, Secretary Daniels said:

"From the day the United States entered the World War the President kept in close touch with all matters affecting naval policies and was keen in proposing and following up plans for new, bold and audacious methods against the submarines. He was familiar with the cablegram I sent to Admiral Sims in April, 1917, suggesting plans for shutting the submarines up in German waters, the plan proposed by the Bureau of Ordnance in April, 1917, for a barrage across the North Sea, and the earnest desire of the Navy Department to run any risk to secure the adoption of daring and effective offensive measures."

"The new and bold measures suggested by the Navy Department in the spring of 1917 were all pronounced 'impracticable' by Admiral Sims, who reported that the British Admiralty declined co-operation because they were 'unfeasible' or 'impracticable,' though they were finally accepted after much pressure by the Navy Department and proved the most effective offensive movement against the submarine."

"The President believed so strongly in new and offensive measures that the attitude of Admiral Sims in opposing the really great plans proposed by the department led him to send a plain telegram to Admiral Sims in July, 1917."

WASHINGTON URGES BOLDNESS AND AUDACITY.

After reading the President's message and saying that "Admiral Sims' reply was a long telegram of generalities of what the British Admiralty was doing," Secretary Daniels continued:

"He told of a combined sea and land attack to force back the German right flank and deny them the use of Zebrugge as a provisioning base. This was the kind of bold and audacious thing the President and the department had been urging from the entrance into the war, but even then, as Admiral Sims said, it had not been definitely decided by the War Council, though the daring and successful attack on Zebrugge came much later, it might have been undertaken earlier when it had been undertaken earlier when the Navy Department was urging such bold plan, all of which Admiral Sims thought 'impracticable,' when proposed and urged by the navy."

In his answer to the President, referring to the American Navy's plans for preventing the egress of the German submarines, which in 1918 were successfully carried out, Admiral Sims cabled: "I have been shown studies of the proposed plans and I consider them impracticable," and evidently sought to discredit the Navy Department's plans by saying: "These same suggestions and many similar ones have been and continue to be made by people of all classes since the beginning of the war. Instead of accepting the department's suggestions of great offensive plans, or originating some plan that promised to stop the egress of German submarines, his mind was closed, as the above and many other extracts show, to every plan looking toward the great offensive which in the fall of 1918 was the most effective foe of the submarine."

Admiral Sims cabled the President that the proper policy to pursue was to adopt the suggestions he had made to the Navy Department, most of which had been decided upon and put in operation before Admiral Sims had suggested them, and he added that we should adopt an organization similar in all respects to the British squadron, virtually transfer all naval authority to his headquarters in London and that he should be given a larger staff.

"He was careful not to say, though he regarded the Queenstown base and surroundings as the critical area, that as rapidly as American destroyers arrived the British destroyers were removed to another area, though he now makes the preposterous statement that the failure to have more destroyers in that critical area (we had thirty-four at that time out of our total of fifty) occasioned the loss of 500,000 lives and \$15,000,000 of money."

HYPNOTIC BRITISH INFLUENCE.

"There are two remarkable and significant statements in his cable to the President, particularly significant in the light of his later letters and statements—

"1. He cabled the President that the views he had expressed were 'in all cases an independent opinion,' and in the very next paragraph showed how 'independent' his opinion was when he said it was 'based upon specific facts and official data which I have collected in the Admiralty and other 'Government' departments' (meaning the British). He closed the paragraph by saying: 'They constitute my own conviction and hence comply with our request for an independent opinion.'"

"2. He also cabled the President: 'Depend upon the fact, which I believe to be true, that regardless of any future developments we can always

count upon the support of the British Navy. I have been assured this by important Government officials."

This is the most remarkable of all the abundant evidence that Admiral Sims was so hypnotized by British influences that he was willing to try to lure the President of the United States into the feeling that 'regardless of any future developments, we can always count upon the support of the British navy.'

"It would be interesting to know what British 'Government officials' assured him that 'regardless of any future developments' the United States can always count upon the support of the British navy. It seems inconceivable that any Admiral could have regarded such assurance as worth paying the tolls to transmit. Every schoolboy should know that no government official in a democratic government could pledge his country's navy to support another government 'regardless of any future developments.'"

"It is to be hoped that if Admiral Sims has such assurances he will send a copy of the pledge in writing with the name of the 'important government officials' appended thereto to be filed in the archives of 'Sops' for the Simple."

SECOND FIDDLE OUT OF TUNE.

"This statement shows how completely and absolutely and hopelessly Admiral Sims was under the spell of influences which made him believe that the British Government could be depended upon more to take care of America rather than that America should depend on her own strong right arm. It is one thing to co-operate heartily and upon equal terms with the navy of another country. That was the Navy Department's attitude throughout the war. It is quite another thing to be absorbed in belief in the infallibility of another country and to have an obsession of its supposed superiority. That was the attitude of Admiral Sims as evidenced by his own statements and action."

"This attitude of acceptance of everything British undoubtedly accounts for his opposition to the creation of an independent American army and his idea that American troops sent abroad should be used as an annex to the British army, quoting General Bliss as recommending that policy. When General Bliss read that Admiral Sims had quoted him as advocating such a policy, he wrote at once to the Secretary of War declaring the truth to be exactly the reverse."

THE HONOURS OF WAR.

Secretary Daniels presented a letter from former Representative Carlin of Virginia, dated April 20 last, stating that while Mr. Carlin was visiting London in December, 1918, Admiral Sims had 'disbursed' his mind of the view that 'our navy had been of great importance during the war and had accomplished splendid results.'"

"He told me our navy was small and ineffective as compared with the British Navy, and that our achievements had amounted to but little during the war," wrote Mr. Carlin. "I remember that after leaving the Admiral I told my son, who was with me, that the Admiral should be in the British Navy and on their payroll, and let on ours."

Admiral Sims' charge that the Navy Department refused to send enough anti-submarine vessels to the war zone was disproved by the Admiral's own language. Mr. Daniels testified. He read a cablegram from Sims dated April 28, 1917, stating that twenty odd American destroyers operating from Queenstown would put down the submarine activity and keep it down. By the end of May there were twenty-eight destroyers and two tenders at Queenstown, the Secretary said.

Secretary Daniels also criticized Admiral Sims in connection with reports for attacks on U-boats, saying:

"Instead of making his own independent inquiry into reports of our commanders that submarines had been damaged or sunk, Admiral Sims, according to the statement issued by his own headquarters, submitted such reports to the British Admiralty and accepted the Admiralty's awards. Out of 255 attacks on submarines by the United States, naval vessels under his command, in 183 of which cases there was definite chart evidence of a submarine in the vicinity, they were given credit for only twenty-four successful attacks, most of these being listed by the Admiralty as resulting in the U-boat being possibly slightly damaged."

HONGKONG HEALTH.

To-day's return of notifiable disease records one fatal case of plague, of which the victim was a Chinese.

The two Japanese cases of plague reported on Monday were imported.

The return for the week ending Saturday last shows three fatal Chinese cases of cerebro-spinal fever. There were also eight cases of enteric fever (four fatal and two imported), three of which were British, one Polish, and the remainder Chinese.

Three Chinese died from influenza.

SIX "WALLA WALLA" BOATS are at Blake Pier for your service. Phone 3516.

### HAPLESS HUNGARY.

140,000 PEOPLE BREADLESS FOR A WEEK.

From a lecture delivered by Professor Ferenczi, of the Budapest University, it appears that in Budapest the prices of foodstuffs have risen enormously, but the rise in the prices of clothing is still more exorbitant. From November, 1918, to April, 1920, the weekly rations were reduced as follows: Flour, including bread, from 7.60 to 3.60 kilos; sugar, from 0.75 to 0.30; fat, from 0.50 to 0.10; but this is not being issued at all at present. The majority of the population are unable to pay the prices of 32 to 34 kronen for flour which are demanded by profiteers. The tiny bread ration of less than a quarter of a pound, perhaps could not be issued in March at all, and hence 140,000 people were left without bread for a week.

Hundreds of families are huddled together in railway wagons or other shelters unfit for human habitation. The want of clothes, linen, and shoes is intense. Thousands of mothers formerly belonging to the well-to-do classes have applied to charitable institutions or the authorities for baby clothes. Thousands of children have been prevented in the cold season from going to school for want of shoes.

In 1919 the number of deaths exceeded that of births by 1,550, and the number of victims of consumption rose from 3,260 in 1912 to 4,611 (or 43.9 per 10,000 inhabitants) in 1919. The mortality among babies and small children particularly is assuming enormous dimensions, the causes of death being diseases entailed by poverty.

The negotiations between the Hungarian Bank and Handelsgesellschaft and a group of English financiers have resulted in an agreement. The directors of the bank have convened an extraordinary general meeting at which the syndicate will be renamed the British-Hungarian Bank Ltd. and the share capital will be increased from 120,000,000 to 220,000,000 kronen by the issue of 200,000 new shares. On the completion of this measure the total capital of the bank including its visible reserves, will amount to 390,000,000 kronen. Thus English capital is now prominently represented in the economic life of Hungary side by side with Italian and French capital.

### SIBERIAN MAPS.

A DIPLOMATIC INCIDENT.

A short time ago there appeared a long story in the Japanese papers, with promises of exciting disclosures to follow, of how a nephew of Prince Oyama sold some Siberian maps of strategic value to the representative of a certain foreign Power, and how negotiations were proceeding for getting them back. Then suddenly the story ceased, and we had supposed that it was officially prohibited, though no such prohibition had reached this office, says the *Japan Chronicle*. However, the story was, in due course, telegraphed abroad by the semi-official news agency, so apparently there is no harm in publishing it. The curious part of it is that, while the American Embassy made a special request for publicity, it was only at this point that the *Japanese Press* became completely silent on the matter. The story, as telegraphed abroad by Kokusai on the 9th instant, is as follows:

The American Charge d'Affaires, replying to the request of the Foreign Office for the return of the maps, which are alleged to have been stolen from the War Department archives and sold to the American Military Attaché, explained that the Embassy had evidently once been the property of the Russian Imperial General Staff, but there was no evidence that they had ever been in the property of the Japanese Government. He said that they had been offered to the Military Attaché for sale, but that he had decided that they were valueless and had notified the vendor to call and secure his property. He never came. The Charge d'Affaires expressed his willingness to return the maps to Oyama, who is accused of stealing the documents from the Russian Survey Department when the Japanese occupied Habarovsk, or on his order. The American Charge d'Affaires requested publicity for the text of his reply.

The Department of Justice subsequently secured an order from Oyama and the maps were handed over.

The request of the American Charge d'Affaires for publicity has been denied on the grounds that the case is *sub judice*, which will also prevent the Embassy itself from securing its publication as any newspaper which publishes it will be liable to prosecution.

This last statement is evidently made in error, the *Chronicle* concludes.

### FOR A WEAK STOMACH.

A general rule all you need to do is to adopt a diet suited to your age and occupation and to keep your bowels regular. When you feel that you have eaten too much, and when constipated, take one of Chamberlain's Tablets. For sale by all Chemists and Storekeepers.

### FLYING BY NIGHT.

SOME CURIOUS PHENOMENA AFTER DARK.

Major C.C. Turner, writing in the *Observer*, says: "Ascending in the night, either from an illuminated aerodrome, or in complete darkness, the pilot judges by the feel of his controls the moment for departure from solid earth. As the speed of the machine on the ground increases, the slightest pulling of the control wheel towards him is restricted by the pressure of the air on the tail and elevator planes. As the speed increases the resistance increases, for the tail gets off the ground, and the machine assumes its flying attitude. The pilot knows by long practice the amount of resistance to the control which means that the machine is ready to get off. All this occupies only a few seconds. Theoretically, it would be possible to judge the right moment by watching the Air Speed Indicator, for each type of machine has its own air-speed for taking off. It has been done in that way; but generally speaking, the pilot relies upon his hands."

The operation of controlling the machine is as simple by night as it is by day. Naturally however, the identification of locality is not so easy. "Until sufficient altitude is attained and the machine is on its correct course, concentration of the attention is required. Once this is done and the steering course determined (and it often differs by a few degrees from calculations based upon the observation of the ground well before the start) it is only a question of keeping accurate note of the time and of landmarks."

### LIGHTS OF HEAVEN AND EARTH.

Even on moonless nights the broad features of the country are discernible. The lights of towns and of railways and navigation lights on the coast all help. Added to these, we now have the aerial lightships at the principal air routes."

With increase of altitude the stars become more and more brilliant. On a long flight, if the machine carries a navigator, stellar observations can be taken to correct the positions; but, speaking generally, these are not necessary. There is, by the way, an instrument at present only in the design stage, which, it is claimed, would dispense with astronomical navigation, either by aircraft or by ships. If these hopes be fulfilled, the value to air and marine navigation will be incalculable.

Unexpected bad weather, at the present early stage of aerial development, is worse at night than by day; it is a risk that should not be run. A rain-storm of limited area does not so much matter, for it is soon passed; but it usually means going off the course, and sets the compass needle (or gyro) spinning on account of unconscious turning movements. These involuntary turns, however, can usually be prevented by observation of the Turn Indicator.

Landing at night is not so difficult as the layman supposes. A great many pilots habitually make better landings at night than in the daytime. Possibly a contributory cause is the comparative absence of disturbed air near the ground at night. Curiously enough there are innumerable instances on record of landings made at night under conditions and in small spaces that the pilot would simply not have attempted by daylight.

### PILOTS' NIGHT EYES.

Even without the aid of landing lights or flares on the machine, it is very remarkable that the pilot can often see the nature of the ground he is coming to. In the case of a forced landing not in an aerodrome there are, obviously, dangers; but even in these circumstances a vast number of perfect good landings have been made. This, however, is not to be regarded as an inevitable circumstance of flying. For civilian aviation there must be (1) Japanese Government. He said that they had been offered to the Military Attaché for sale, but that he had decided that they were valueless and had notified the vendor to call and secure his property. He never came. The Charge d'Affaires expressed his willingness to return the maps to Oyama, who is accused of stealing the documents from the Russian Survey Department when the Japanese occupied Habarovsk, or on his order. The American Charge d'Affaires requested publicity for the text of his reply.

Before landing it is customary to put on the flares carried on the machine. These burn long enough to cover the operation. Oddly enough, a great many pilots prefer not to use them. One reason is that on occasion they have been known to fail, leaving the pilots' eyes blinded and perplexed by the contracted obscurity.

Coming in from an evening flight the pilot emerges from almost complete daylight to the gloom of night; the air seems full of light long after the sun has set. He sees the ground clearly, and lands. He dismounts, and immediately discovers that he needs an electric torch to walk round his machine. On the earth night is already in full sway.

### TEETHING CHILDREN.

TEETHING children have more or less diarrhoea, which can be controlled by giving Chamberlain's Colic and Diarrhoea Remedy. All that is necessary is to give the prescribed dose after each operation of the bowels more than usual, and their sufferings will be relieved. It is safe and sure. Even the most severe and dangerous cases are quickly cured by it. For sale by all Chemists and Storekeepers.

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### FROZEN SMOKED FISH

Selected Fillets	60 cts. per lb.
Finnan Haddocks	50 " " "
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### HALF CENTURY OF CRIME.

THE LATE SIR CHARLES MATHEWS AND SOME FAMOUS CASES.

One of our greatest criminal lawyers, Sir Charles W. Mathews, who died soon after he resigned his post as Director of Public Prosecutions was 70 years of age, and was a great worker. He intended to retire five years ago, but consented to remain because of war duties. It was decided that he should carry on until October next, but, unfortunately, his health broke down and he died in a nursing home in London.

The stepson of a famous comedian, whose name he adopted by Royal licence, the late Sir Charles was born in 1850. Educated at Eton, he was called to the Bar nearly half a century ago, and since then he played a prominent part in most of the famous criminal cases of England.

Montagu Williams described him as "the very best pupil I ever had," and the thoroughness of his work made an instant impression. In one great case after another he showed wonderful ability. A deadly cross-examiner because of his careful preparation and patience, he was always noted for a suavity that in no way hampered his relentless methods. Humour had not appealed to him unduly, but he never underestimated the power of eloquence. His speech on occasion had been so dramatic as to call for critical comments on the ground of theatricality, but the criticism was never very strong, for his eloquence was no greater than his sound knowledge of law and his ability to seize on every vital point.

Sir Henry Hawkins was a great admirer of Sir Charles, who appeared in court one day suffering from appendicitis. The great judge knew of this and permitted counsel to make his speech while sitting down.

Shortly afterwards came an operation for the disease, and on New Year's Day Sir Henry appeared at the house of Sir Charles, and brought as a present a massive silver frame. "I hope you will make a fresh start," said the judge, "and begin the New Year with a clean bill of health."

The little present was one of Sir Charles' most cherished possessions.

The Camden Town murder was one of the most famous cases in which Sir Charles appeared, and he conducted it for the Crown in a masterly way.

He looked upon the Mignonette case, however, as one of the most sensational. In this a captain and mate, under stress of starvation, killed and ate a cabin boy on the high seas.

The bacarat case, the Casement case, the Goudie bank frauds, the Lamson murder case, and the Chapman poisoning case are a few of the trials in which he played a prominent part. His devotion to the sage never induced him to neglect the law; and one of his greatest gifts was his use of accurate English. A great traveller, he visited Australia three times, and knew the Continent well.

Sport always appealed to him, but his taste was a very catholic one. Once he contested Winchester unsuccessfully in the Liberal interest. It was in 1886 that he was appointed junior to the Treasury, and two years later he was made senior counsel. From 1893 to 1908 he was Recorder of Salisbury.

Reports appearing in the Shanghai native press indicate that considerable discussion is taking place regarding the shape of a wonderful star which shines brightly every morning in the North East of Shanghai. Some who have seen the star claim that it is octagonal, and others that it is hexagonal, but all are agreed on its phenomenal appearance. Several native seafarers see in this strange star a prelude to civil war.

### ARE YOU GOING ON A JOURNEY?

CHAMBERLAIN'S Colic and Diarrhoea Remedy should be packed in your hand luggage when going on a journey. Change of water, diet and temperature all tend to produce bowel trouble, and this medicine cannot be secured on board the train or steamship. It may save much suffering and inconvenience if you have it handy. For sale by all Chemists and Storekeepers.

### TRAFFIC SCANDAL.

SINGAPORE PROBLEM.

NEWSPAPER SARCASTIC.

The Singapore papers hammer away at the traffic problem. The *Straits Times* asserts that "in 99 cases out of 100, whatever may be the cause of accidents, speed is the cause of accidents." It calls for a city speed limit. Meanwhile the pedestrian goes in jeopardy. We offer the following suggestion as a solution. I was sent by a wag to the authorities at Oregon, U.S.A., who thought it might be enacted into law. Pedestrians crossing streets at night shall wear a white light in front and a red light in the rear. Before turning to the right or left, they shall give three short blasts on a horn at least three inches in diameter.

When an inexperienced automobile driver is made nervous by a pedestrian, he shall indicate the same, and the pedestrian shall hide behind a tree until the automobile has passed. Pedestrians shall not carry in their pockets any sharp instrument which may cut automobile tyres.

In dodging automobiles, pedestrians shall not run more than seven miles an hour.

Pedestrians must register at the beginning of each year and pay a licence fee of 5 dollars for the privilege of living. There shall be no rebate if they do not live the entire year.

Each pedestrian before receiving his licence to walk upon the streets must demonstrate before an examining board his skill in dodging, leaping, crawling, and extricating himself from machinery.

Pedestrians will be held responsible for all damages done to automobiles or their occupants by collisions.

Putting the matter very plainly, traffic conditions are becoming a most serious scandal, and we draw the attention of the Government to the fact that it is playing into the hands of a dangerous class of agitators who are busy telling the masses that all laws are made by the plutocrats who possess motor cars and who do not care a snap what misery and alarm is caused to the lower classes. Years ago we urged the necessity of a speed limit at least within a two mile radius of the General Post Office. It would be a far better solution of the traffic problem than any complex schemes for going up one street and down another or all round Raffles Square when you only want to go along an eighth of it. The speeds permitted in Singapore are absolutely disgraceful. We make no claim to saintly moderation, but it is a fact that we are passed scores of times when travelling at twenty miles, even within a quarter of a mile of the post office, and as for motor cycles, folk do not seem to indulge in such things until they have decided that life is not worth living and that if you travel at forty miles an hour the chances of a painless death are far better than if you trundle along at say twenty-five. Seriously, the scandal is becoming too great, and the feeling among those who have to walk or to use niches is getting too bitter. It is grossly unjust to the mass of the population to allow such dangerous traffic. What we say without the slightest hesitation is that the conditions in Singapore are a disgrace to the governors of the city, that they are provocative of fierce class antagonisms, and that they would not be tolerated elsewhere. We claim reform in the name of the whole of the public. It is imperative—*Straits Times*.

The German submarine U 20, which sunk the "Lusitania," was stranded in 1917, as is generally known, near Vrist, on the west coast of Futland, where it has been almost covered by sand. A quantity of iron having been taken from the ship, as well as all the valuable contents and explosives, there now remains only the hull, but this also is soon to be destroyed "starbale." As soon as the wreck of the German mines get stranded on the coast, an event which happens repeatedly, they are to be used for blowing up the boat.



## NOTICE TO SHIPPERS AND PASSENGERS.

## PROJECTED DEPARTURES.

(Continued from Page 6.)

## AUSTRALIAN PORTS.

## SYDNEY AND MELBOURNE.

Aug. 6.-C. & A.	S.S. Victoria
10.-A. O.	Taiwan
11.-P. & O.	Eastern
12.-S. Y. K.	Aki Maru
Sept. 1.-C. & A.	S.S. Hwah Piao
1.-N. Y. K.	Tung
2.-O. S. K.	Kinsai Maru

## JAPAN PORTS.

Aug. 6.-M. M.	Andre Lebo
5.-O. S. K.	Indus Maru
6.-P. & O.	Jepore
6.-N. Y. K.	Calcutta Maru
8.-P. & O.	Thesus
9.-P. & O.	Japen
11.-J. C. L.	Tijelcoet
12.-N. Y. K.	Nagato Maru
13.-P. & O.	Paul Locat
17.-P. & O.	Ariston Apar
18.-P. & O.	Khiva
19.-B. F.	Tango Maru
20.-N. Y. K.	Madras
21.-P. & O.	Gregory Apar
21.-L. T.	(D. & Co.) Hungary
21.-P. & O.	Gregory Apar
21.-B. F.	Armad Belic
4.-M. M.	Nankin
4.-P. & O.	Nelue
Oct. 7.-B. F.	Tecner

## AMERICAN PORTS.

## VANCOUVER.

Aug. 12.-C. P. O. S.	Monteagle
12.-W. L.	West Ivan
19.-A. L.	City of Spokane
21.-O. S. K.	Alta Maru
22.-W. L.	Delight
22.-C. P. O. S.	Empress of Russia
17.-D. L.	Merville Dollar
23.-C. P. O. S.	Empress of Asia
23.-D. L.	Harold Dollar
23.-C. P. O. S.	Empress of Russia
23.-C. P. O. S.	Monteagle

## VICTORIA.

Aug. 12.-W. L.	West Ivan
15.-N. Y. K.	Toyohashi Maru
16.-N. Y. K.	Rashima Maru
19.-A. L.	City of Spokane
21.-O. S. K.	Alta Maru
23.-W. L.	Delight
Sept. 11.-N. Y. K.	Fushimi Maru

## SEATTLE.

Aug. 7.-S. & D.	West Ivan
10.-A. L.	Elkton
12.-W. L.	West Ivan
15.-N. Y. K.	Toyohashi Maru
16.-N. Y. K.	Rashima Maru
19.-A. L.	City of Spokane
21.-O. S. K.	Alta Maru
23.-W. L.	Delight
30.-B. F.	Talchibius
Sept. 11.-N. Y. K.	Fushimi Maru
Oct. 6.-R. F.	Tydaus
29.-B. F.	Talchibius
Dec. 30.-B. F.	Tydaus

## TACOMA.

Aug. 12.-W. L.	West Ivan
19.-A. L.	City of Spokane
21.-O. S. K.	Alta Maru
23.-W. L.	Delight

## PORTLAND.

Aug. 22.-A. L.	Coast
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## SAN FRANCISCO.

Aug. 6.-A. L.	Elkton
10.-D. L.	West Cadron
11.-P. M. S.	Venezuela
12.-C. M. S.	Nanking
22.-C. M. S.	Nile
30.-J. P. L.	Arakan
Sept. 6.-T. K. K.	Shinyo Maru
8.-P. M. S.	Euclid
17.-T. K. K.	Peria Maru
24.-C. M. S.	China
30.-T. K. K.	Korea Maru
Oct. 6.-P. M. S.	Columbia

## LOS ANGELES.

Aug. 6.-L. A. P. N.	West Montop
Sept. 15.-L. A. P. N.	West Hixton
Oct. 10.-L. A. P. N.	West Hixton

## VALPARAISO.

Via Japan, Honolulu, San Francisco, San Pedro, Santa Cruz, Balboa, Callao, Arica & Iquique.
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Sept. 9.—T. K. K.	Anjo Maru.
Nov. 8.—T. K. K.	Seiyo Maru.
(VIA THE CAPE.)	
Aug. 2.—N. Y. K.	Penang Maru.
18.—O. S. K.	Mexico Maru.

## NEW YORK.

(Via Panama)
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Aug. 12.-B. F.	Pak Ling
15.-D. L.	Grace Dollar
15.-A. L.	Paucou
Sept. 9.-O. S. K.	Honolulu Maru
12.-D. & Co.	Everest Castle
15.-A. L.	Cape May

## (Via Suez)

Aug. 6.-B. F.	Pak Ling
20.-N. Y. K.	Alta Maru
27.-B. F.	Hirringham City
Sept. 6.-B. F.	Ningchow
Oct. 1.-B. F.	City of Dunkirk
1.-B. F.	Alex

## BOSTON.

Aug. 27.-B. F.	Hirringham City
Sept. 20.-B. F.	City of Dunkirk

## DURBAN AND CAPE TOWN.

(Via Buenos Aires, Rio de Janeiro, Santos and Mauritius.)

Sept. 9.-O. S. K. Chicago Maru

## MAURITIUS AND DELAGOIA BAY.

Aug. 22.-I. &amp; M. Lindsay Moller

## EUROPEAN PORTS.

## BRINDISI, VENICE, &amp; TRIESTE.

Aug. 9.-L. T. (D. & Co.)	Filina
Sept. 6.-L. T. (D. & Co.)	Innsbruck
Oct. 3.-L. T. (D. & Co.)	Hungaria

## GENOA.

Aug. 12.-J. M.	Glenara
20.-B. F.	Bellerophon
Sept. 11.-B. F.	Cyclops
Oct. 5.-B. F.	Euryptus
19.-B. F.	Titan
Nov. 16.-B. F.	Tecner

## MARSEILLES.

Aug. 12.-P. & O.	Lahore
15.-P. & O.	Kalyan
17.-M. M.	Amazona
20.-P. & O.	Plyer
20.-B. F.	Rhesus
4.-F. & O.	Jepore
7.-O. S. K.	Alps Maru
11.-B. F.	Cyclops
14.-P. & O.	Shidzuka Maru
20.-N. Y. K.	Euryptus
Oct. 5.-B. F.	Nankin
19.-B. F.	Titan
Nov. 2.-B. F.	Peles
16.-B. F.	Tecner

## LONDON.

Aug. 10.-N. Y. K.	Atsuta Maru
12.-J. M.	Glenara
12.-P. & O.	Lahore
15.-P. & O.	Kalyan
17.-B. F.	Prometheus
17.-B. F.	Alps
20.-N. Y. K.	Shidzuka Maru
20.-J. M.	Glenara
26.-P. & O.	Plyer
31.-B. F.	Protetiana
Sept. 4.-P. & O.	Jepore
6.-J. M.	Glenara
7.-O. S. K.	Alps Maru
9.-B. F.	Achilles
10.-P. & O.	Kalyan
14.-P. & O.	Alps
15.-B. F.	Alps
21.-O. S. K.	Alps Maru
21.-B. F.	Alps Maru
Oct. 1.-P. & O.	Nankin
12.-B. F.	Idomeneus
26.-B. F.	Tecner

## HAVRE.

Aug. 7.-B. F.	Prometheus
10.-P. & O.	Kalyan
14.-B. F.	Alps
15.-B. F.	Alps
31.-B. F.	Protetiana
Sept. 2.-B. F.	Rhesus
7.-O. S. K.	Alps Maru
14.-B. F.	Achilles
16.-A. L.	Easterling
21.-B. F.	Mentor
Nov. 2.-B. F.	Peles

## LIVERPOOL.

Aug. 14.-B. F.	Alps
20.-B. F.	Bellerophon
20.-N. Y. K.	Kanagawa Maru
Sept. 2.-B. F.	Rhesus
11.-D. F.	Cyclops
Oct. 5.-B. F.	Euryptus
19.-B. F.	Titan
Nov. 2.-B. F.	Peles
16.-B. F.	Tecner

## ANTWERP.

Aug. 10.-N. Y. K.	Atsuta Maru
12.-J. M.	Glenara
15.-A. L.	West Campaw
16.-B. F.	Alps
20.-N. Y. K.	Shidzuka Maru
31.-B. F.	Protetiana
Sept. 6.-J. M.	Glenara
7.-O. S. K.	Alps Maru
14.-A. L.	Easterling
21.-B. F.	Mentor
25.-O. S. K.	Alps Maru
Oct. 26.-B. F.	Tecner

## EXCHANGE.

Hongkong, August 4, 1920.

On London	4-1
Bank Wire	4-1
On demand	4-1
30 days sight	4-1
4 months sight	4-1
Credit 4 months sight	4-1
Documentary 4 months sight	4-1
On Paris	1050
On demand	1050
Credit 4 months sight	1050
On New York	1050
On demand	1050
Credit 4 months sight	1050
On Bombay	77
On demand	77
On Calcutta	nom.
On demand	nom.
On Hongkong	nom.
On demand	nom.
On Manila	117
On demand	117
On Shanghai	146
On demand	146
On Yokohama	146
On demand	146
On London	100
Gold East, 100 fine (per tael)	34.80
Silver (per tael)	57

## SUNDAY.

Hongkong 10 cents sub.	1/10 % dis.
10	1/10 % dis.
Chinese coins	2 1/2 % dis.
Bar Silver in Hongkong	15 1/2 p.m.
Chinese Copper Cash	6 1/2 p.m.
Rate of Exchange	7 1/2 p.m.
Chinese Bank Cash	2 1/2 % dis.
Hongkong Sub. Cdn.	nom.

## TAIYO &amp; CO.

Aug. 27.-B. F.	Hirringham City
Sept. 20.-B. F.	City of Dunkirk

ASIA BANKING CORPORATION  
AN AMERICAN BANK.

Capital - \$4,000,000. Surplus - \$1,100,000.

Head Office: NEW YORK, U. S. A.

## BRANCHES.

SHANGHAI	TIENTSIN	MANILA
PEKING	HANKOW	CANTON
	CHANGSHA	

All Descriptions of banking business transacted.

Interest allowed on Current, Savings Accounts and Fixed Deposits in Local Currency, U. S. Dollars, Sterling or Francs.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, sold by us, payable throughout the world.

D. M. BIGGAR,  
Hongkong Manager.

## HONGKONG STOCK EXCHANGE.

HONGKONG, 4th AUGUST, 1920.

## OFFICIAL QUOTATIONS.

11 A.M.

Hongkong Exchange 4 1/2 T. T.

Hongkong Bank, ... \$300 s.

Market Movements.

Canton Ins. ... \$300 n.

North China Ins. ... \$120 b.

Union Ins. ... \$115 b.

Yangtze Ins. ... \$220 s.

Far Eastern ... \$171 n.

Fire Insurance.

China Fire Ins. ... \$128 n.

Hongkong Fire Ins. ... \$315 b.

Savoy Ins. ... \$244 n.

Donghai ... \$80 b.

H. K. Steamship ... \$12 n.

Indo-China (Ind.) ... \$12 n.

Do. (Ind.) ... \$12 n.

Shell Transport ... \$12 n.

Star Ferries ... \$12 n.

Raffles ... \$12 n.

China Export ... \$233 b.

Malayan Sugar ... \$50 n.

Mines.

Kailan Mining Adm. ... \$50 b.

Langkat ... \$12 b.

Shanghai Lead ... \$12 b.

Steel Exploitation ... \$12 b.

Rough ... \$12 b.

Tromp Mines ... \$12 b.

Ural Caspian ... \$12 b.

Doors, Wharves, Godowns, etc.

H. &amp; K. Wharves ... \$12 n.

H. &amp; W. Dock ... \$12 n.

Shai Dock ... \$12 n.

New Engineering ... \$12 n.

Lanes, Hoists &amp; Buoys.

Central Estates ... \$12 b.

Hongkong Hotels ... \$12 b.

Union Ins. ... \$12 b.

Humphreys ... \$12 b.

Kowloon Lands ... \$12 b.

Land Reclamation ... \$12 b.

West Point ... \$12 b.

Common Mills.

Ewo Cottons ... \$12 n.

Kong Yib ... \$12 n.

Lion King Mills ... \$12 n.

Shanghai Cottons ... \$12 n.

Yangtze ... \$12 n.

Miscellaneous.

Cement ... \$12 n.

China-Borneo ... \$12 n.

China Lights Old \$7 1/2 &amp; New \$8 1/2

China Provisions ... \$12 n.

Daily Fares ... \$12 n.

H. K. Electric ... \$12 n.

Macao Do. ... \$12 n.

Hongkong Ropes ... \$12 n.

H. K. Transport ... \$12 n.

Land Reclamation ... \$12 n.

Peak Tramways (Old) ... \$12 n.

do (New) ... \$12 n.

Steam Laundries ... \$12 n.

H. K. Steel Foundry ... \$12 n.

Water-boats ... \$12 n.

Wapsons ... \$12 n.

Wm. Powells ... \$12 n.

Wisecons ... \$12 n.

Bank of East Asia ... \$12 n.

## THE CHINESE MERCHANTS BANK, LTD.

HEAD OFFICE: Alexandra Building, Charter Road.

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

DONG TOY, Chief Manager.

Hongkong, January 3, 1920.

## THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE: 4 Des Voeux Road, Central.

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

DONG TOY, Chief Manager.

Hongkong, January 3, 1920.

## DOMESTIC &amp; FOREIGN BANKING SERVICE PROMPT.

Current, Savings and Fixed Deposits bear interest at rates 2%, 4%, 5%, respectively.

Loans on our SPECIAL SERVICE will be welcomed.

J. CHANG YU, Manager.

Hongkong, July 7, 1920.

## THE CHINA FIDUCIARY LOAN AND MORTGAGE CO., LTD.

(Capital Paid up - \$1,250,000.)

Loans on Mortgage of House Property, etc.

Loans on the basis of approved securities.

Loans on the basis of approved securities.

Loans on the basis of approved securities.

Loans on the basis of approved securities.



